

Largest Circulation of any Shipping Paper.

SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

No. 120.—VOL. 5. [Registered at the General Post Office] SATURDAY, FEBRUARY 7, 1891. [For Transmission Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

International Seamen's Congress.—"The recognised organ of seafaring men."
Resolution passed at meetings of seafaring men in principal ports.—"This meeting pledges itself to support SEAFARING."
Ship Masters' and Officers' Union.—"Best medium for advertising."
Morning Advertiser.—"Smartly written."
Daily Chronicle.—"Able conducted."
Reynolds's Weekly Newspaper.—"Bright."
Marine Record.—"Doing pioneer work."
Coast Seamen's Journal.—"Come to stay."
Railway Review.—"Circulation nearly 20,000."
Literary World.—"Will be appreciated by all who go down to the sea in ships."
Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."
Star.—"Good literary matter."
Liverpool Daily Post.—"Most popular."
Glasgow Herald.—"Interesting."
Liverpool Mercury.—"The organ of the seafaring class."
Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."
Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."
The People.—"Useful."
Liverpool Echo.—"Multiform attractions."
The Democrat.—"Useful work."
Seaboard.—"A warranty of long life."
Baillie.—"Dealing even-handed justice."
Weekly Budget.—"A career of much prosperity and usefulness."
Mercantile Marine Service Association Reporter.—"Written in true sailor style."
Scottish Leader.—"Its sails are already filled with a favouring breeze."
Derry Journal.—"High reputation."
Western Daily Press.—"Full of original matter."
Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."
Engineers' Gazette.—"Rapidly improving."
Northern Echo.—"Vigorously written. Doing its work well."
Southampton Observer.—"Zeal and ability."
Tonbridge Free Press.—"Interesting to everybody."
Hampshire Independent.—"Well conducted."
Cork Examiner.—"Most valuable."
South Wales Echo.—"Well edited."
Hastings News.—"A welcome guest."

MR. PLIMSOLL'S RETURN.



Among the passengers who landed at Liverpool on Saturday from the Guion steamer *Wyoming* was the noble President of the Seamen's Union, Mr. Plimsoll, who has been on a visit to the United States and Canada, investigating the Atlantic cattle trade, with a view to putting a stop to the loss of human lives and cruelty to animals which it involves as at present carried on. Hundreds of members of the Union assembled at the landing-stage to welcome Mr. Samuel Plimsoll, who was conducted to an open carriage drawn by four horses, in which, accompanied by Mr. W. Nicholson, district secretary, he drove to the Central Station. The carriage was preceded by the band and banner of the Union, and was followed by a large body of sailors, who, on taking leave of their veteran champion as he entered the station, accorded him hearty cheers.

In response to repeated calls for a speech, he said that from what he had been able to gather the tug-owners of Liverpool had forced their men to come out because the latter would not agree to give up a week's wages to be held by the owners as a security against misconduct. If that were so the owners would never have the support of public opinion, for he believed that English people were too fair to tolerate such a high-handed proceeding. (Applause.)

When definitely asked his opinion as to public feeling in Canada, and the chances of future legislation, he stated, "My answer is this. Out of deference to the committee now sitting, I decline to make any statement whatever on the question. I have already written a letter (which has appeared in SEAFARING), in which I have stated all I care to say at present." In answer to a sailor's interrogation on the way to the station, Mr. Plimsoll replied that he had accomplished some very good work while away. On Thursday evening, Feb. 5,

a great demonstration of Union seamen was held in London to welcome Mr. Plimsoll.

Forming in procession at the corner of Commercial and Whitechapel-roads at 7 o'clock, the men marched in procession to the Great Assembly Hall, Mile End-road, where a public meeting was held, at which Mr. Geo. Howell, M.P., took the chair. Mr. Plimsoll, who was cordially welcomed, delivered an interesting address (a report of which had not arrived when we went to press). Speeches followed by Messrs. J. H. Wilson, Mercer, Fowler, Starkey, and Wildgoose (of the Seamen's Union), and Messrs. Mann, Tillett, and other prominent Trades Unionist.

YARNS.

CLVII.

THE PAWNED TEETH.

No reader of SEAFARING needs to be told that the average British shipowner wants as much work for as little money as possible. As with the average shipowner, so with my employers. This you will soon see. I am a retired army officer, and they engaged me, and this is how a reporter tells my story:—

I.

Within the pretentious hostelry of the "Chicken and Frying-pan" there was employed a fascinating barmaid named Patty Nimble, who was happy in possessing a host of admirers. But, respecting the male sex, the maiden had well-defined preferences, which appeared curious to the uninitiated outsider. Miss Nimble evinced a great aversion to gilded, albeit hard-up, youths of the masher order. Instead, she positively beamed on hoary beaux, caring not a jot whether these ancients were married or single. Nearly all these old gentlemen fairly rained presents upon her.

The method in which the bewitching Patty could fool the old chaps was enthusiastically appreciated at the four-ale end of the establishment. There the motley host of unwashed customers unanimously voted her a "reg'lar searcher."

But Miss Nimble's special mash in the ranks of those antique specimens of idiotic humanity was Col. Marmaduke Tailkins, late of the Horse Marines.

The Colonel, besides a small annuity from his family, was an official in a shipping office. He had attained the mature age of sixty-five, and for months had tried to induce Patty to go to a theatre with him—but the wily maiden always found some excuse to decline.

One fine morning, however, Patty startled the colonel, and made the blood course through his venerable veins by saying:—

"Marmy" (she always addressed him when no one was about by that abbreviation of his Christian name) "Marmy, dear, you know you always wished to take me to the opera; I see one is to be played on Friday night. I'm free for that evening. I should so like to go," and Patty, with a roguish look, trilled out one or two staves of a song.

"Um, aw, certainly, my own, my darling!" gasped the surprised and entranced colonel; "will book two seats at once—aw!"

Patty clasped her hands—rather red ones—and cried, "Now, I wonder what I shall wear? Oh, I almost forgot, Marmy, my birthday's to-morrow. I'm twenty; I declare I'm getting quite an old woman. Now, see that you give me something nice."

"I'll remember, my own," said Colonel Tailkins. Then the thrice happy man pleaded, "Can't you give me a kiss just now? There's no one looking."

"Not for worlds, Marmy, couldn't think of such a thing. See, there's a customer just coming in. The governor will be here immediately; besides, remember my birthday to-morrow and the opera on Friday. Tra-la-la, lovey," and the sweet and tantalising Patty tripped away.

But the captain's high hopes were soon dashed with a considerable spice of anxiety respecting how he was to raise the wind for the present. He was, like most Shipping Federation officers, literally broke, and it was the succeeding Friday when his cheque was due. The old man hobbled round his circle of friends endeavouring to borrow a sovereign or two, but each acquaintance vehemently asserted that he was unable to oblige him.

Just about dusk the colonel stood gloomily turning the subject over in his mind. At length a bright smile illumined the wrinkled countenance of the old hero.

"By George, I have it!" he triumphantly exclaimed to himself: "I mustn't disappoint dear Patty, therefore I must try the old dodge to get coin."

II.

In an unoccupied box within an establishment in an obscure street, which on its exterior was decorated with three golden balls, Colonel Tailkins stood. Suddenly he took from his mouth a remarkably fine set of upper and lower artificial teeth, which were mounted on substantial gold plates, and laid the article upon the counter. The pawnbroker approached, and recognising his customer, greeted him with the salutation—

"What! on the job again, Kurnell?"

The toothless Tailkins mumbled, "Same as before, Mr. Belshazzar, thirty bob."

Uncle growled testily. "Why the doose don't yer wash 'em thingsh in 'ot water an' sodar 'for yer bringsh 'em 'ere? Who does yer think is agoin to dirty 'is fingersh a handlin' yer teeth arter they've been hin that there hunpertexted hole in yer face wot yer callsh yer mouth?" The pawnbroker then caught up the plates with a recently pledged pair of sugar tongs, and holding the teeth well away from his capacious nose said, "No; they're a gettin' the worse for wear. Been a goin' in for too many tough beefstakess since yer wos 'ere lasht. Twenty-five bob."

The colonel ground his gums together, and made a gesture expressive of protest.

"No," said Mr. Belshazzar, with decision, "wot I said, one pound five. An' see that yer gives the thingsh a warm bath 'fore yer bringsh 'em ere again, else I won't 'ave 'em."

The money and the ticket were handed over, then Colonel Marmaduke Tailkins, feeling a positive load off his mind, left the pawnshop, after assuring Mr. Belshazzar that the teeth would be redeemed in a day or two.

The warrior then visited a jeweller's, and purchasing for a sovereign a trinket, in the shape of an attenuated gold bangle, had the article packed in a small box, along with an amatory and congratulatory note which he had previously written. The box he sent to Miss Patty Nimple by registered post.

That evening Colonel Tailkins had to go without his customary supper of fried fish. In order to avoid injuring his unarmoured gums, he invested in an easily swallowed pint of hare soup.

III.

On Friday, by first post, the glad Tailkins, who had been kept a close prisoner during the interval, received his cheque. After cashing it, he drove to the theatre and booked two stalls; then he drove to Mr. Belshazzar's establishment. When he entered the pawnshop, uncle laughed, and facetiously inquired—

"Well, Kurnell, 'ow 'ave yer been 'joyin' yer breakfasts? Want 'em out? All right. Chuck hover yer ticket."

The captain fumbled in his waistcoat pocket, in which the previous Tuesday, directly the pledging business was completed, he had carefully placed the duplicate, but horrors, he could not find it. Then the excited warrior turned out every other pocket, but the pawnticket was *non est*. He groaned, "I must have left it at home, or lost it, or something!" while beads of sweat stood out on his corrugated brow. Then he exclaimed to uncle, "dash the thing, I'm booked for the opera to-night. I'm certain that I left the ticket in my apartments, and I positively haven't time to go and fetch it. What the doose am I to do?"

Mr. Belshazzar good-naturedly remarked, "Well, Kurnell, I've knowed yer as a reg'lar customer for some time, an' yer theems a straight cove, tell yer what I'll do. Pay the thum advanshed, an' interest, an' post me the ticket when yer gets it. Of course this is rishky, but I don't mind a goin' hout on my way to 'blige a client." Uncle then called to his assistant. "Nathan, get this ere gentsh false teeth as wor pledged just an hour afore closing time, lasht Toosday night."

The grateful Colonel Tailkins thanked Mr. Belshazzar most cordially.

In a minute or two Nathan made his appearance, and addressing his employer said, "Why, guv'nah, they is redeemed!"

"Redeemed!" exclaimed the surprised pawnbroker.

"Redeemed!" shrieked Colonel Tailkins frantically. "What in Heaven's name am I to do!"

"Rek'lekt now, thir," put in Nathan, "old country looking cove took 'em hout hon Wensday mornin' just arter we hopened."

The pawnbroker explained to the woeful and almost sobbing Tailkins that the matter could not be helped. He was sure the voucher had been dropped. The teeth had either been redeemed by the finder, or the finder had disposed of the ticket to some-

one else, who had lost no time in taking the plates out of pawn. Uncle continued— "Bet the old country chap 'as 'ad the ticket palmed hoff on 'im by some cove. You'd better hadwertise for 'em, Kurnell; little good a goin' to the pleece."

"But, Mr. Belshazzar, what on earth am I to do," gasped Colonel Tailkins.

"Hif yer can scrape together a quid or two, go an' get a set hof vulcanite 'uns. Yer can't porn them! Nobody in our line would advansh yer a red shent on the thingsh," was the sensible advice of Mr. Belshazzar.

The colonel groaned in spirit. Leaving Belshazzar his address, in case the teeth turned up, our chap-fallen and chop-fallen hero turned sadly away. He thought of Patty Nimple and the nice little programme he had mapped out, and was sick at heart.

After a moment or two of cogitation, the captain made his way to the dental establishment of Messrs. Scrunchings & Co., and got a cast of his vacuous mouth taken for a set of teeth on vulcanite, at the moderate outlay of fifty shillings. Then he sorrowfully entered a post office and wired to Patty, "Can't go to opera, mad with neuralgia, will write."

IV.

For three mortal days "Kurnell" Tailkins had fretted and fumed in his room, having been unable to venture forth until his new set of teeth was ready. He had written to Miss Nimple, giving pathetic details of his alleged torturing malady, and had eagerly awaited an epistolary expression of sympathy from his dear little girl; but strange, no reply had come.

When presentable, he hastened to the "Chicken and Frying-pan." But why this cheering crowd at the door of the hostelry—this scattering of rice and flinging of old shoes, as a flashy carriage is driven off?

The startled colonel made inquiries of a bystander, who answered, "It's Miss Nimple, as was barmaid in the 'ouse. She's married the barman to-day. They're agoin' to Margate for the 'oneymoon, and then they open a pub. at Stepney!"

The colonel turned blue, and nearly fainted outright. The poor, gay old spark's goddess was ruthlessly snatched from him. He returned home wretched and despondent, and locking himself in his chambers, burst into a flood of tears.

V.

In conclusion, we may mention that the old officer got his given-up-for-lost gold teeth back again. One morning he was waited upon by an old rustic, who stated that he hailed from Dorsetshire, and had been sent by Mr. Belshazzar. The countryman, it appeared, had purchased from a party in the street the duplicate of the teeth, redeemed the set, and took it home for the benefit of his old woman. Needless to say, the articles did not fit the lady, and the husband assured the colonel that the missus had been nearly choked while trying to masticate a piece of bacon with the plates in her mouth—and little wonder! The rustic concluded: "They bein' no use to zhe, I thought I'd take 'em back to the pornbroker next time I come to Lunnun on bizness, an' 'e sends me to thee. If thou pays up what they cost, thee can 'ave 'em back again."

The teeth awakened painful reminiscences in the mind of the colonel. But, being at the time in funds, he handed over the required coin, and the man from Dorsetshire departed rejoicing.

THE SHIPPING FEDERATION.

A Glasgow correspondent writes:—So much has been said and written lately on the despicable methods pursued by this body in their efforts to float the famous "Free Labour" scheme that to many it may seem superfluous to pen another sentence in exposing so palpable and hollow-hearted a conspiracy against the best interests of our labouring population.

But to my mind it seems a paramount duty we owe to ourselves as Trades Unionists, not to tire in continually reiterating and keeping before the minds of our fellow members the devices of those gentlemen who are responsible for the launching of this gigantic humbug which is seeking to wreck the brightest prospects and progressive tendencies of the labour organisations of the age.

Their latest movement in this direction amply confirms all that have preceded it, serves to emphasize the conviction that their ultimate object is the demolition and subjugation of all *bond fide* Unionism amongst the industrial masses.

I refer to an incident in connection with the great Scotch railway struggle in which one of their faction was overheard loudly boasting of the good times he was having in recruiting for the directors, and how adroitly he had managed to hound into their service a few "scab" donkeymen, little removed from serfs, belonging to a semi-blackleg firm on the Clyde, who keep a surplus stock of those creatures in steady employment, but at present have little for them to do, owing to their vessels laying up through the depression in the freight market.

This is a sample of the many makeshifts those free labour opponents adopt to bolster up their pet fad in opposition to the coercive measures they charge Trade Unionists with adopting.

Well may those pampered drones of society boast of the petty successes they have achieved in the Metropolis in the face of a congested state of trade and a starving populace, but let them look to it ere they carry their plotting and undermining tactics too far. With a renewal of trade, they will surely reap as they are sowing, and learn to their bitter cost that public sentiment is too keenly awakened to longer tolerate those abuses in their midst, which have invariably followed capitalist greed and craftiness.

Meantime, I would urge on every member of the Seamen's Union and allied industries to be loyal and true to his party, standing valiantly shoulder to shoulder in this battle against the colossal tyranny and oppression that presently menaces them, and fear not but victory will ultimately be theirs. By patient forbearance, moderation, and undaunted courage they must eventually completely overthrow this hydra-headed monster, which is striking at the vitals of their future prosperity and well-being.

THE *Roman Empire*, British ship, which left Liverpool, July 29, for Mollendo, the *Scottish Hero*, which left London for Punta Arenas, Aug. 22, the *Thanemore*, which left Baltimore for London, Nov. 26, and the *Hannah*, of Aberystwith, which left Sunderland for Southampton Dec. 3, are all posted at Lloyd's as overdue.

WAR AT CARDIFF.

GREAT MASS MEETING.

SHIPOWNERS EXPOSED.

MEN THOROUGHLY UNITED.

The Colonial Hall, Cardiff, was crowded on Monday night on the occasion of a mass meeting of members of federated trades and labour Unions. Councillor J. Jenkins presided, and was attended on the platform by Messrs. J. Gardner, district secretary of the National Seamen's and Firemen's Union; — John, treasurer; — Harrison, secretary of the Barry Branch; Harry Orbell, district secretary of the Dockers' Union; — Sullivan, secretary of the Dock, Wharf, and Riverside Labourers' Union; — Chubbs and — Clibbert, of the district joint committee; T. Wingfield, secretary of the Riggers' Union; F. Wilson, assistant secretary of the Cardiff Branch of the N. A. S. & F. U.; Thomas Davies, general secretary of the National Labourers' Union; — Kenny, late secretary of the Labourers' Union, etc.

REALLY FREE.

The Chairman said the object of that representative meeting was to elicit from them an opinion as to what action should be taken in order to suppress a movement which, according to the Shipping Federation, was going to cripple Trades Unionism. He contrasted the present condition of seamen with that prior to the establishment of the National Union, and remarked that because they sought to better their condition they were confronted with a Federation of Shipowners — (hooting) — who sought to destroy and annihilate them as a Union. The question for them to decide was whether they were going to allow the Federation to have its own way. ("No.") Whether they as Trade Unionists would sit quiet and see seamen as a combined body stamped out of existence. (Loud cries of "No.") In his opinion, the shipowners were not carrying out the law. They paid men off at a foreign port, and there shipped fresh crews. What they meant by "free labour" was the payment of 25s. a month less to so-called free men; but seamen never knew what it was really to be free until the establishment of the Sailors and Firemen's Union. (Applause.)

THE CONFIDENCE TRICK.

Mr. John Gardner, who was received with loud cheers from the closely-packed audience, said it was exceedingly gratifying to the members of the National Amalgamated Seamen's and Firemen's Union to see so many belonging to kindred employments assembled to show their sympathy, and not only their sympathy in words and in applause, but sympathy in a practical form. As the chairman had told them, they were there to consider, or rather to confirm, a resolution which had been arrived at by the joint committee of the trades, a resolution which defined the action they thought it best to take to put a stop to the attacks of the Shipping Federation. (Applause.) He would ask the patience of the meeting while he, to the best of his ability, endeavoured to point out how far the shipowners could reasonably claim to deserve their confidence, and why they should rely on their own exertions and their own organisation to right the wrongs from which they suffered. (Applause.) Who were the gentlemen who were now asking not only the seamen and firemen, but labour of other kinds in connection with shipping, to confide in them? They were a body, no doubt, who in their own estimation were gentlemen in the full acceptance of the term, but the trickery and deceit practised by the majority of them in the past rendered it impossible for the men to look for salvation in that quarter. (Laughter.)

FIGHTING THE UNION.

When the Seamen's and Firemen's Union was first initiated in 1888, what did the employers do? They set on foot a Bill called the Widows' and Orphans' Pension Fund Bill, having for its ostensible object the provision of a fund out of which the widows and orphans of seafaring men might be maintained after death had deprived them of their bread-winners. Well, it seemed a very strange coincidence that this particular measure should have been introduced for the first time into the House of Commons at the same time as a Bill was introduced by the labour representatives for the extension of the Employers' Liability Act to seamen. For 5 or 6 years previous to that the united trades of the country had been

making strenuous efforts to secure to the seamen the privileges which they on land enjoyed, but the shipowners opposed it, because they clearly saw that if that Bill became law they would be made directly liable. And how did they proceed to defeat the objects of the infant Society? Mr. Watts and Mr. Scrutton went through the length and breadth of the country advocating the interests of the employers, and even in Cardiff they secured an attendance of over 300 persons at the mission ship, in order to hear them propound their scheme, but when the opinion of the meeting was taken, not one of the seamen was allowed to raise his hand against it. They told the sailors and firemen that they made a mistake in accepting this Bill, and they set to work in order to block the measure. The sailors and firemen had reason to-day to be proud and to be delighted to know that there were such bodies in existence as Trades Councils throughout the country, and that an effective one existed in Cardiff, even before the establishment of their organisation. Through the instrumentality of these Trades councils and labour organisations throughout the country, that Bill at the instance of the united trades was blocked by Henry Broadhurst in July, 1888. The Bill was a deception, and it deserved to fail.

SEAMEN NOT OWNERS PAY.

It provided among other things that for every 30 days of service a seaman should contribute 1s. 6d. It was divided into three—three tens—and for every ten days, or portion of ten, he would be charged 6d. If a seaman was 31 days on a voyage he would have to contribute 2s. towards the widows' and orphans' benefit fund, which would be, of course, deducted from him on the pay day. True, the employer undertook to contribute a similar amount, but where was the employer's 1s. 6d. to come from? (A voice: "Out of the seaman's pocket.") That was just where it was. (Applause.) Would the employers have been content that this 1s. 6d. for every 30 days should be really deducted from their profits? No, it would have been placed against the wages of the ship, and in consequence the men would have to contribute the whole of the money raised in connection with the measure. Failing in their attempts to stop the progress of the Union, and influenced by the strong opposition which was continued to be manifested towards the measure, they ultimately withdrew this wretched substitute for the Employers' Liability Act, and from that day up to the present the Seamen's and Firemen's Union had had a most triumphant march throughout the length and breadth of the land. He ventured to say that if Mr. Watts and Mr. Scrutton came to Cardiff to-day, instead of getting 300 to follow them to the mission ship they would have a difficulty in getting twenty together. (Applause.) That was a specimen of one of the claims which the shipowners had upon their confidence:

WHAT HAVE OWNERS DONE FOR YOU?

Then he would ask whether out of all the measures which had been passed for the regulation of shipping, out of all the amendments that had been proposed to that one-sided Act—the Merchant Shipping Act—since 1854, there was one instance in which the shipowners—though well represented in Parliament—had ever done anything to promote the interest or the welfare of the seafaring community? ("Never.") On the contrary, when any measure was attempted to be passed through the legislature to ameliorate the condition of the seamen did not these philanthropic gentlemen in the most disinterested and open-hearted manner press any amendments they could, in any direction, where they thought their interests were threatened, and in order to nullify if possible anything which might be helpful to the seamen? (Applause.) It was now generally recognised that the grievances under which the seafaring community had laboured were such that working men on shore would never have continued to submit to so long—not even for 24 hours. To mention one of many instances, there was a clause in the Merchant Shipping Act which provided that the provisions should be inspected by a duly appointed inspector before going to sea. He would ask them how many times they had seen an inspector going on board a ship for that purpose? (A voice: "Never.")

ONE SIDED LAWS.

The reason the Act was in that respect inoperative was that there was no penalty affixed to the violation of the clause, though every care was taken to inflict penalties on the men when there was any failure to fulfil their side of the contract. A man, after returning from a long sea voyage, naturally desired a few luxuries when he got on shore as long as his money lasted. He could go to one shop and if he was not suited there he could go to another. Every mouthful of food and every drop of drink he purchased on land

was liable to inspection at any moment, but—mark the difference!—the moment he sets his foot on board ship again that protection was withdrawn from him. ("Shame.") There was another clause in the Merchant Shipping Act which provided that a seaman before he could be reckoned an A.B. should have been four years at sea before the mast. How often, he should like to know, was that clause adhered to? ("Never.") It was violated every hour of the day, and while a man, who might have been 20 years at sea, but who failed to produce his last certificate of discharge, rendered himself liable to imprisonment for six weeks, another man who never saw a ship before could come from the country and take that man's place without any imprisonment or inconvenience to himself. ("Shame.") That was another instance of the philanthropy of those gentlemen who, while upholding these one-sided laws, asked their men to have confidence in them. Confidence indeed! If they desired the confidence of the working men of this country they should have started years ago by doing what was right and just to the men whom they employed. (Applause.) These were only a few of the iniquitous enactments which made the lives of sailors so wretched in the past. He could go on enumerating clause after clause by which even greater injustice was done to the men, but he had said enough to show the real character of those capitalists who maintained them on the statute book and rigidly enforced them for their own convenience. He did not class shipowners as all alike; there were good and honest men among them, but it would be useless to disguise that there were many of them who were frauds. (Applause.) They had it on record that so great was their anxiety for the safety of the men, so great was their desire to see the men safely housed and fed on board their ships, that when one of them saw the stern of a ship leaving the pier-head he prayed that it would never return again. (Hear, hear.)

WHOLESALE MURDERERS.

They had it stated recently at one of their meetings in Swansea, when a member of the Swansea Corporation, a money-lender, stated the circumstances under which he had advanced money to a shipowner. The shipowner came to him day after day telling him that he was praying that the ship would never return, because, said he, if she goes to the bottom I am safe and if she comes back I am ruined. (Hisses.) One morning that shipowner visited the money-lender and said "I have good news for you, my prayers have been answered, that ship has gone down." This was a sample of the kind of men who now asked that those they sent to sea in these rotten ships should trust them. Nor was that an isolated case. ("No, no.") A chief engineer came to him not long since in Cardiff, who told him he was standing on the pier-head and he heard the managing owner of a ship say as she was sailing out, "I hope that is the last I shall see of her." ("Shame.") The engineer did not sail in that ship. He got another man to go in his place and he got a doctor's certificate certifying that he was not fit for sea service. (Laughter.) That ship did come back, unfortunately for the shipowner, but fortunately for the men whose lives were in peril. He remembered a case of a captain not long since. That captain told him in the train coming from Newport, that not long ago he was employed by a shipping firm, and his instructions from the managing owner was never to bring the ship back again. That ship did not go far, when he had to take her back. The captain thought more of the safety of his own life and that of the crew than he did of the money, and he brought that ship back, but the penalty he had to pay was not only instant dismissal from that firm, but he was boycotted by the other capitalists. ("Shame.") How could they have confidence in such men, when they were playing them such tricks every day and every hour they got the chance? Mr. Laws, one of the defenders of the shipowners, had said that there were 200,000 men in the mercantile marine, of which only 80,000 belonged to "Wilson's organisation." Mr. Laws's only desire, so he says, is to prevent the remainder from being coerced, from being dragged as it were into the meshes of Wilson's Union. (Laughter.)

SHIPOWNERS' FEDERATION.

But in stating that there were 200,000, he forgot to say that there were no fewer than 60,000 officers, and nearly 10,000 engineers, and he did not know how many thousands of head stewards, under stewards, head cooks and under cooks, and so on, on board our big boats. And again, out of that 200,000 there were 28,840 foreigners. Now if they deducted those from the total, they would find that after allowing for the 80,000 in the National Amalgamated, there were only 33,473 that Mr Laws was so desirous of pro-

viding for. He thought that it was a wrong thing for a public man to do to stand on a public platform as Mr. Laws had done and send forth to the public at large a statement which was absolutely false. Then Mr. Laws was guilty of stating in public that the Federation was not established to crush labour organisations. That was false. Look at the recent action of members of that beautiful Federation. Two ships left Cardiff and were paid off on the Continent, and a new crew in each case was shipped at £3 5s. per month. He (Mr. Gardner) wrote about these instances, and Mr. Laws replied that the crews were paid off by their own consent and at their request, and were sent back to Cardiff. That was true in one case, but there were other cases which he hoped Mr. Laws would deal with when he came to Cardiff next Thursday. There was a ship which sailed from Sunderland. She made her voyage and came back to Rouen. The captain there told the men that he had had instructions from the owners to pay them off there just to save time. He said, "You need not trouble about your money, your money will be precisely the same as you are getting now. Taking the man's word they accepted. They allowed themselves to be paid off at Rouen, and immediately he got the signatures of the whole of that crew to the articles, he said, "Now you can go to the devil, or where you like." (Hisses.)

REDUCING WAGES.

The men had had to pay their own fares back to the North of England. Then they had another ship. The captain drove the men out of his ship at Antwerp, and signed on another crew at £3 5s. a month. Such, again, was the work of the men who say they don't desire to interfere with labour organisations. If that was not driving at the foundation of their institution, then he failed to understand what was. If the importation of cheap labour was not a direct aim at one of the fundamental principles of organisation, he did not know what was. But whatever they might say, and whatever they might do, he now told them that if they (the men) were true to one another, they would, with the aid of the other trade organisations of the town, speedily put an end to this system and exterminate, at least from the Bristol Channel, this much vaunted Shipping Federation. They intended to take one firm at a time. The firm which they meant first to have "a go" at was one which had just managed to "do" them. At least, they did not "do" them, but there was a large cargo put in before they were able to get at her in Cardiff.

BEATING THE FEDERATION.

He had a telegram from Hull telling him that another boat belonging to the same Company was in Hull with a cargo of cotton seed, and there she was very likely to remain. (Loud and prolonged cheers.) It was not their intention, it was not the interest of their organisation, or any organisation, to proclaim a general strike. They could beat the Federation without that, and beat it hands down. (Loud applause.) There was no section of labour going to be left out in the cold. Unless reasonable concessions were obtained for one as well as the other the terms would not be accepted. They were going into this fight—if fight it must be—with a perfectly

UNITED FRONT.

It was not merely the Dockers' or the General Labourers' Society, or the Seamen's and Firemen's Union that would enter on the struggle—the Shipping Federation would have to meet the federated strength of the whole of the industries connected with the shipping. (Applause.) If they were determined to maintain that combination in its entirety, they might depend upon it that the day is not far distant when the Shipping Federation will be heard of no more, and the members of the trade organisations will be able to go about their daily avocations in perfect freedom. After the bitter experience they had gone through in the past, and the opposition they had to meet in the present, how could they have confidence in the shipowners? He would put it to the men—did they intend to have confidence in them. (Cries of "No—never again.") Then that being so, it was for them to remain firm and true to that opinion in deed as well as in words, and depend upon it victory would smile on the cause of honest labour. (Loud applause.)

Mr. Harry Orbell, heartily greeted, next addressed the meeting. He felt greatly inclined to agree, he said, with the observation attributed to the dock master at Cardiff—"The sooner they (the workmen) have a go the better, because we shall know where we are." (Applause.) As the representative of the dockers for the South-west and West of England and South Wales, his hands were free in the matter of combined action; and if a ship was blocked at

Cardiff, and it was sent away to some other port in his district, he had only to go to the expense of a sixpenny wire, stating that such a ship was coming, and they must not forget it. (Applause.) He eulogised the brave and consistent action of the tippers at Cardiff, upon whom, and the ballast men, he was sure they could fully rely when the time for action came. He denounced the unfair decisions of some magistrates, and urged all Trade Unionists to seek to remedy this state of things by electing to Parliament and placing those upon local public bodies who would see that they got fair play. At the present time (he went on to say) there was chance of a good fight all round. They might all be called out to-morrow; and he earnestly counselled them to use no violence, and to keep "as far from the sherbet" as they could. If they could not win battles without the knuckles, they were not worth winning. (Applause.)

Mr. Thomas Davies then submitted the following resolution:—"That in the opinion of this representative meeting the time has arrived when the ships of any particular company who shall declare in favour of engaging labour other than that recognised by the Trade Councils of the several districts in or about their ships, shall be blocked. That all members of the Unions represented at this meeting shall cease work upon being notified to this effect by the officials of their respective Unions." (Loud applause.)

Mr. Wingfield seconded the resolution, which was carried unanimously, and amid great cheering.

A vote of thanks to the chairman brought the proceedings to a close.

PRESENTATION TO A UNION SECRETARY.

A SHIPOWNER ON MR. PLIMSOLL AND THE UNION.

Mr. T. D. Rennie, secretary of the Peterhead Branch, was, on Jan. 23, entertained at supper in the Royal Hotel, and presented with a gold medallion as a mark of the appreciation of his services by the members of the Branch. Mr. P. C. Hutcheon, solicitor, presided; Mr. John Walls, chairman of the committee, was croupier, and there were also present Mr. W. H. Leask, shipowner, Mr. J. S. Macpherson, one of the auditors of the Branch, and a member of the Executive Committee. The chairman gave the health of Mr. Wilson, general secretary. He briefly narrated the circumstances connected with the institution of the Union, which showed, he said, that Mr. Wilson stood pre-eminently to the front in the present day as a man of undoubted courage, organising power and ability. (Applause.) The income of the Union, which at the outset was only £5 14s. 3d. per month, was now nearly £2,000 a week. (Applause.) Proceeding to point out some of the advantages of the Union, the chairman stated that one result of its operations during the first year of its existence was that 6,000 British seamen took the place of 6,000 foreigners, and that in times of distress was something to be thankful for.

GREAT SERVICE

had also been rendered to seamen in the way of legal protection, a sum equal to £6,000 or £8,000 having been secured by the action of the Union for salvage claims, illegal stoppage, etc. These facts alone showed that the organisation had been the means of bringing within the reach of all such benefits as every true British seaman ought to appreciate. (Applause.)

The Chairman afterwards proposed the toast of the evening—the health of Mr. Rennie. Mr. Rennie, he said, was a thorough seaman; he had been before the mast, and had not only travelled far but had had a good many ups and downs, and might be reckoned no mean authority on ships, seamen, and seafaring life. He (the chairman) knew that he had always had a warm heart and extended a friendly hand towards the cause of seamen, and so far as that cause was concerned, he had taken more than a genuine interest in the movement for the amelioration of their condition. The Peterhead Branch of the Union, he went on to say, was formed on March 31 last. The first meeting certainly did not give very much heart to the promoters. There were only 11 men enrolled, but Mr. Rennie's valuable assistance and services were brought into requisition, and better results very speedily followed his exertions. At the end of three months the Branch had a membership of 50, at the end of six months 100, and at the end of nine months the membership stood at 150. Alluding to the results of the formation of the Union, he said

the wages of seamen, including whaling seamen, had been vastly improved. In regard to the increase in the wages of the latter he remarked that he for one held that a good man is entitled to good pay. It was not payment on the freight, it was

PAYMENT BY RESULTS,

and the better paid a man was the more energetic he would be. It meant no loss to the owners, as it was a case of no catch, no pay. He was informed that there was not more than from 12 to 15 practical seamen in Peterhead who had not joined the Union—(applause)—and could any sensible man tell him why it should be otherwise? The seamen of Peterhead had felt that they would not be doing their duty if they failed to recognise in some tangible and substantial manner Mr. Rennie's zeal and energy in organising and managing the Branch. He had now in name of the members of the Branch to present Mr. Rennie with a gold medallion as a slight token of their esteem and regard for the many benefits which his services in organising and managing the Branch had conferred on them. (Applause.)

Mr. Rennie, in reply, thanked not only the members who had so kindly contributed to the testimonial, but also to their wives, who, he was informed, had said they must have a hand in the pie. Referring to the Branch, he said that they had to compete with vessels that did not carry an able seaman on board, and with masters who sent their ships to sea without a mate and master and, some of them, with a crew of schoolboys. These unprincipled owners they had exposed, and honest owners could now ask something like a remunerative freight because unprincipled men would have to pay a little more for the services of their crews. There was no one but would sympathise with Mr. Leask; he was the

LARGEST SHIPOWNER

in the coasting trade in Peterhead, and every one of his vessels was manned by Union men. (Applause.) They had tried to assist shipowners in Peterhead to compete with foreigners, and would continue to do so, starting Branches of the Union in all the ports on the Continent, and compelling the owners there to give the same wages that European men were getting. In regard to the new scale of wages asked for the

WHALE AND SEAL FISHING,

he described these as having for some years been at starvation point. The best of harpooners went out of Peterhead at 10s. per week of wage, and the rest were on chance. The men could not afford to speculate—they could not afford to go at the old rate of wages. (Applause.) The owners might say that because the seamen would not go at the old wages the ships would have to be laid up. Well, he would rather see them laid up than see the wives and families of the men starving. (Applause.) The men would be much better off in trading vessels. The owners of the whalers had a right to fill the ships with any men they could get, and Union men had also a right to say that they would not go on board these vessels unless they got Union wages. Some of the

WIVES OF UNION MEN

complained to him that they could not see any good their husbands got in return for the weekly contribution of fivepence or sixpence to the Union, but he pointed out that it was entirely owing to the action of the Union that the wages of these men had been raised by from 18s. to 20s. a month, and if the Union ceased to exist the owners would very likely revert to the former rate of pay. Mr. Rennie quoted instances of seamen having greatly improved their position by joining the Union, and also urged the benefit of the sick and burial fund.

A SHIPOWNER ON MR. PLIMSOLL.

Councillor Leask, in proposing "The Health of Mr. Samuel Plimsoll," expressed the pleasure he felt in being present, and bore testimony to Mr. Rennie's exertions in the interests of seamen. He went on to speak of the many valuable services which Mr. Plimsoll had rendered to seamen. There was no doubt, he said, that a sailor was little enough paid with £4 a month, especially if he had a wife and family to keep. One of Mr. Plimsoll's achievements was the Load-Line Act, but unless foreigners were compelled to adopt the same regulation, and deck cargoes done away with, British shipowners could not fairly compete with them. For his own part he always believed in putting the best men on board his vessels. (Applause.) A number of other toasts followed.

The medallion, which was in the shape of a star, bore the following inscription:—"Presented by the first 150 members to T. D. Rennie, their secretary, for the able manner in which he has organised this

Branch, and thereby succeeded in raising the wages of Greenland seamen from starvation point.—Peterhead, 28th January, 1891." The front of the medallion contains the motto "Pull Together," with two hands clasped, and within the corners are inscribed the initials "N.A.S.F.U."

LESSONS FROM AUSTRALIA.

Mr. Fitzgerald, the Australian Labour Delegate, at a recent meeting of seamen and dockers at Hull said:—"I take it to be a very favourable sign, when we can meet with the employers in the conciliatory spirit with which your leaders have met the employers, and be met in return by the employers with that conciliatory spirit which has been evinced by the employers here, and which has brought about such a magnificent result. (Applause.) And the fact of the conciliatory spirit displayed on both sides during the last few days stands in marked contrast to the conduct of those shipowners and others who met us in Australia recently. (Applause.) I should just like to say a few words if you will bear with me upon the

ORIGIN OF THE DISPUTE,

explain how it arose, explain how it progressed, and explain how it terminated, for I believe you will gain something by hearing a statement of that dispute, which may be of advantage to you in any future action you may take. The dispute in Australia commenced at the seaside. The men in the Coastal steamships for a long time had suffered from conditions which were almost intolerable, and were working for wages less than the lamptrimmer on the steamship. The marine officers decided, as every sensible body would decide, that there was only one way to get justice, and that was to form themselves into an organised Trades Union. (Applause.) On two occasions previously they had attempted to gain justice from the shipowners of Australia without result, but they had not tried the only method we know of from experience of obtaining justice, and that is the

WEAPON OF TRADES ORGANISATION.

On this occasion they determined to have a right-down, straight-out Trades Union. They formed themselves into a Union, and they asked the employers for a conference. This was granted, and after hearing the grievances as stated by the representatives of the Marine Officers' Association, the chairman of that meeting stated that the demands of the marine officers were fair and reasonable, and that they would receive a reply, which he trusted would be of a favourable character, within a fortnight from the date of that conference. Now, instead of carrying out the pledge of the chairman on that occasion, the shipowners started an organisation of which you know some little at the present time, and of which you will know far more in the future. They started an organisation—a rival organisation to the Marine Officers' Association. They started an organisation based upon

"FREE LABOUR"

lines—based upon that principle which is now being affirmed by the Shipping Federation of Great Britain. Its objects were ostensibly to save the men from associating themselves with the other labour bodies in Australia. Its real objects were to distinctly keep them isolated in order that in a position of isolation they would be more easily beaten than they would otherwise have been. It was, further, a Benefit Society. I have seen something in your newspapers recently—I think it was in a Newcastle paper—where it says that a Southampton Free Labour Association had been started; that it numbered nearly 2,000 members; that the committee consisted of an equal number of masters and men. This was the principle upon which this opposition Society to the Marine Officers' Association in Australia was working, and the principle can be seen through in a moment. The principle is simply this—an equal number of masters and men to manage a Society in the interests of the men! Whoever heard of such a thing? You might as well expect an equal number of

WOLVES AND SHEEP

to get on together. (Great laughter.) For that is simply what it means. The committee consists of an equal number of masters and men; the subscription is one penny weekly. They will do a lot of good with that—(laughter)—and they will not get much of a fighting fund on one penny weekly. For this the members receive 10s. weekly for total and 5s. for partial disablement, and in case of death, the family receive £3. And that looks very philanthropic on the face of it, but when you come

to consider that if you had a workable Employers' Liability Act in this country—that under that Employers' Liability Act in case of disablement, if it were the fault of the shipowner, the merchant, or the employer, that you would have a right to claim damages for whatever disablement had happened to you in the exercise of your duty, it is not so philanthropic as it seems—(applause)—and if you were a member of this Union, you would

SIGN AWAY YOUR RIGHT

to claim compensation for damages under the Employers' Liability Act. (Applause.) That is simply what it amounts to, and that was the principle which was endeavoured to be established by the employers and shipowners of Australia, whose conduct, I say, stands in such marked contrast to the conciliatory and peaceful attitude assumed by the shipowners of Hull towards the dock labourers. (Applause.) I need not go into all the details, but during the strike there arose a question which nearly affects you. When the shipowners had decided upon war, they called a conference of the whole of the Inter-Colonial shipowners, which was held at Albury in New South Wales, and at that conference they passed a resolution stating that in their opinion the term

BLACKLEG

should in future fall into disuse, and that the term free labour should take its place. They called upon the Press of Australia for the future to give up the use of the term blackleg, which, I say, is the only term which describes these creatures who go back upon the principles which their brethren have fought for. The term blackleg was to be abandoned, and the Press abandoned it. And the Press took up the term free labour, which is distinctly misleading, because the labour is

NOT FREE,

because the men who join that movement simply sign away any liberty they may have had previously. (Applause.) The Press of Australia, as I have said, abandoned the term blackleg and accepted the term free labour, and it is peculiarly significant that the term free labour is a very old term in Australia. You are all aware that at one time you English people used to send your convicts to Australia, and when a convict had served a certain period he was hired out to a master practically as

A SLAVE,

and the term employed to describe the man who was hired out to a master was the term free labourer. (Laughter.) So that, after all, the term free labour, looked upon in the light of its Australian significance, is quite good enough for those who go back upon those vital principles which we have fought for, worked for, and suffered for. (Applause.) We find that after fighting for some 14 weeks, that labour has been defeated, that is to say, that certain interested persons, and the Press of Australia, which was distinctly unfair from the outset, claim that the employers have defeated us all along the line. But I am not prepared to believe that statement until I hear from the labour leaders in Australia their version of the termination of this dispute. The shipowners claim that they defeated the men by means of the Free Labour Bureau, which they have established. Now, we find an admission on the part of the shipowners that at the conclusion of the 14 weeks' dispute, that what they have gained out of it is as follows:—They say that their total losses will not be made public, but that it will probably be not much less than

£100,000.

Further down they say:—We have gained from the men the following concessions, and I am prepared to swallow this statement with a considerably large grain of salt. (Laughter.) They say "We have affirmed the principle of freedom of contract." That is to say, they have affirmed the right to employ Union or non-Unionist men on board their ships just as they please. I say, from what I know of the temper of the men in Australia, and particularly of the seamen in Australia, that they will have another strike, lasting another fourteen weeks, before ever they allow that. (Cheers.) They say, further, that they have gained this, that the wages of the men—seamen and others—are to be paid at any time, at the option of the employers, but within six months. The

OLD SYSTEM

was that wages should be paid monthly, and the Unions fixed the time at which they should work, that is, that they have the eight hours system there, a thing I fervently hope you will have here before very long. (Applause.) And the Unions have the power to fix the time at which the eight hours day commences. The employers claim that they have

now reduced the wages for overtime sixpence per hour, and that eight hours is to be movable at the will of the employers, between the hours of six a.m. and six p.m. Now I am not prepared to grant for one moment that the employers have won these concessions, and if they have won them what does it mean? It means that they have won them at a cost of £100,000 to themselves, and they may well exclaim, "Another such victory and we are lost." (Cheers.) If that is simply what it means, we can stand another such defeat, if ever the day comes. (Applause.) Therefore if these trifling and miserable concessions were won at

SUCH A COST

to the shipowners, I say it is not a victory at all, and although they may claim the trophies of war and the spoils of victory, really the trophies of war and the spoils of victory remain with the labour organisations of Australia. (Cheers.) I have a word or two to say to you in support of the second part of that resolution, which reads, "that this meeting desires to record its unbounded confidence in its leaders." I may tell you that the very first move on the part of the capitalists of Australia, and under their influence, of the capitalistic and biased press of that country, in connection with that dispute, was an attempt to discredit the movement by

DISCREDITING THE LEADERS

of the movement. That attempt to discredit the leaders failed because we had confidence in our leaders, and because we were assured of the justice of our demands. And I would say here, that it seems to me—and I am not speaking without some foundation for what I say—that there is an organised attempt here to throw discredit upon Trades Unionist movements by discrediting the leaders of Trades Unionism in England. (Applause.) I hope sincerely that you will not allow yourselves to be

GULLED,

that you will not allow your fidelity to your leaders to be shaken. If you want your leaders to do good work you must support them when they are trying to do it. I was much pleased to-night to see the reception which my friend Mr. Maloney got from you. (Applause.) I think it is a sufficient reply to any attempt that has been made, or any attempt that may be made, to discredit your leaders, and through that to discredit the cause of Trades Unionism. (Applause.) So long as they are prepared to do the work which you wish them to do they are entitled to your support, and particularly at a time when, to a certain extent, taking the field against the enemy, any breach of discipline, any attempt at jealousy, or striving to discredit the leaders, to weaken their power, to injure them in any negotiations they may be conducting, any attempt of that character I shall always suspect to be the work, not of Trades Unionists by conviction, but of a man who is a

HIRELING PUT INTO THE CAMP

by those on the opposite side—(applause)—to sell the cause he is pretending to befriend. (Cheers)

AN ALL-AROUND INTELLECTUAL MAN.

He was up in mathematics, had a taste for hydrostatics, and could talk about astronomy from Aristarchus down;

He could tell what kind of beans were devoured by the Chaldeans, and he knew the date of every joke made by a circus clown.

He was versed in evolution, and would instance the poor Russian as a type of despotism in the modern age of man.

He could write a page of matter on the different kinds of batter used in making flinty gimcracks on the modern cooking plan.

He could revel in statistics, he was well up in the fistics, knew the pedigree of horses dating way back from the ark.

Far and wide his tips were quoted, and his base ball stuff was noted. In political predictions he would always hit the mark.

He could write upon the tariff and he didn't seem to care if he was called off to review a book or write a poem or two;

He could boil down stuff and edit, knew the value of a credit, and could hustle with the telegraph in a style excelled by few.

He could tell just how a fire should be handled; as a liar he was sure to exercise a wise, discriminative taste.

He was mild and yet undaunted, and no matter what was wanted he was always sure to get it first, yet never was in haste.

But despite his reputation as a brainy aggregation he was known to be deficient in a manner to provoke, for no matter when you met him he would borrow if you let him, and he seemed to have the faculty of always being broke.

IN THE DOG WATCH.

It is satisfactory to note that the other day, in the House of Commons, on the motion of Admiral Field, a return was granted of the regulations in-force for the working of cargoes on Sundays in the principal foreign ports and harbours of Europe and America. The matter will not, we trust, be allowed to drop here, and the Seamen's Union may surely be counted upon to help. Meanwhile, credit is due to Commander Dawson, R.N., secretary of the Missions to Seamen, for pushing this important question to the front.

Foiled in their attempts to smash the Seamen's Union by libelling Mr. Wilson, the shipowners have taken to newspaper warfare. At least, the secretary, Mr. Laws, of the Shipping Federation, is engaged in disputing with Mr. Wilson in the papers. This looks as if the Federation were already on its last legs. At any rate, this move on its part has the merit of distracting Mr. Wilson's attention from his work, and that exactly suits the shipowners.

That Mr. Wilson ought not to take any notice of Mr. Laws a good many Union men think, and there is no doubt that it is playing the shipowners' game to take Mr. Wilson's attention from his work for such a purpose. On the other hand, it does not do to allow Mr. Laws to lay the views of the shipowners before the readers of the daily papers without the seamen's views being also put forward.

A proposed conciliation scheme has been sent us. The proposal is that there shall be a Shipowners' Union, to which all shipowners shall belong, and they should, where practicable, engage only Union men, whose ability and good conduct should be guaranteed. There should, it is proposed, be a departmental board at each port, consisting of six representatives of the owners and six of the seamen, each board electing its chairman, and no chairman to have a casting vote. These boards will each elect yearly three representatives of the owners and three of the seamen to form a general board. Then there is to be a board of referees, consisting of disinterested gentlemen elected by the general board. When the departmental board cannot settle a dispute it is to be referred to the general board, and when it fails then the board of referees is to be appealed to. Such are the principal proposals of the scheme, of which we shall probably hear more.

A shipmaster writes:—"I note in SEAFARING of Nov. 15, a lady leaving her husband on the account of his joining the Shipowners' Federation; I must acknowledge her pluck. It's a pity there are not more women of the same stamp. I say make every master belong to the Union, and then we shall get fair play. It's no use one master leaving an employ for wages, because they can get plenty more to fill his place."

Several correspondents write us to the effect that some Union men do the Union more harm by their own conduct than the shipowners or crimps do. The conduct complained of consisting in "backing out of

ships" after signing articles, being insolent to officers, getting drunk when ashore and wasting their hard-earned wages, and forgetting to pay contributions.

Such conduct is certainly to be lamented, and will, we trust, be dealt with by the various Branches of the Union whenever brought home to any member. It is for the benefit of the very men who are guilty of such behaviour, as well as for the Union, that proceedings so foolish should be stopped.

The way to stop them is not merely by punishment. When a ship arrives in port her crew should be met by genuine friends of the seamen, who should welcome such of the men as are strangers to the place, or have no friends in it, and place them in decent boarding-houses.

The majority of sailors' boarding-houses are dens or brothels of the most abominable kind, where men are not only drugged, robbed, and infected with loathsome diseases, but have their minds, as well as their bodies, poisoned by their surroundings.

To rescue seamen from such dens would be a noble and useful work. But the persons who receive thousands of pounds yearly to diffuse religion among seamen make no attempt to rescue seafaring men from such boarding-houses.

FISH SALTING.

By J. LAWRENCE-HAMILTON, M.R.C.S.

Continued.

BOILING FISH IN FRESH AND SALT WATER COMPARED.

Fish must be thoroughly boiled so that the flesh can be readily detached from the bones. The harder the water in which the fish is boiled, it is alleged, so much the firmer will the flesh be. (The hardness of the water is due to dissolved earthly carbonates, chiefly to carbonate of lime, and next, to sulphate of lime.)

Fish boiled in sea water, or in water to which common salt has been added, is firmer and of finer flavour than when boiled in soft or rain water.

Indeed, all albuminous substances are more soluble in pure water than in saline solutions. In fact, in a saturated salt solution all albuminoids are practically insoluble. Of course, sea water is not a saturated solution of salt, but its tendency would be to extract less food value from fish than fresh water would. By being boiled in sea water no salt is deposited in the flesh of the fish, but the sea water to some extent penetrates, and takes the salt with it into the tissues, so as thereby to communicate a slight saline taste to the fish so treated.

When, however, it is desired to make fish soups, then, of course, use soft water, rain water or hard water, to which a little soda has been added to precipitate the contained chalk. Sometimes exceeding even 30 per cent. of the available fish nutriment is lost by conventional chronic custom or mania of boiling fish, and then throwing away the water or aqueous extract of fish, instead of using it as soup. This loss of nutrient food sucked out by the boiling water explains the dry, insipid taste of boiled or spoiled

fish, for boiling and spoiling fish is practically the same process.

ACTION OF COPPER VESSELS ON SALT FISH.

Especially if left for over twenty-four hours in a copper vessel, or in a copper vessel inefficiently tinned or enamelled, salt fish has caused serious poisonous symptoms. On examination the side of the vessel has been found green, and sometimes even a green jelly covering the cooked fish, which has even become green by the infiltration into the fish's structure of a sub-chloride of copper. This must not be confused with the natural green bones of the kelp fish (*Coriodonax pullus*), of the gar-pike (*Belone*), and its allies, nor with the red-boned mackerel used as a rat-poison in Guadeloupe, a West Indian island.

EXTRACTING SALT FROM NATURALLY SALTED FISH.

In some parts of India, owing to a high salt tax, the natives are alleged to bury small fish in the sea sand to extract any available saline substances. This fish is subsequently sun-dried; but, especially in damp weather, fish so treated rapidly putrefies, whilst in the summer months innumerable insects are apt to make such fish their happy homes and hunting grounds.

In Central Africa, the Bongo tribes having no purified salt, use that obtained from ashes dried in the sun.

(To be continued.)

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

A FINANCIAL MEMBER, SOUTH SHIELDS.—Attend the South Shields Branch meeting and state your case.

THE BOARD OF TRADE AND THE UNION

To the Editor of "Seafaring."

DEAR SIR,—I notice in SEAFARING of Dec. 13, a letter from our general secretary, Mr. J. H. Wilson, to the Board of Trade Marine Department, calling attention to the fact that the agents of the Shipping Federation are allowed to frequent the different shipping offices for the purpose of supplying seamen to merchant ships, whereas the representatives of the Seamen and Firemen's Union are refused that privilege. Also that bills are being exhibited in shipping offices relating to the Federation. This I think very unfair, as I am sure no bills relating to the Seamen's Union would be allowed in any shipping office. In Hull I know our delegates are not allowed even in the shipping office yard, much less the secretary, who, I believe, has been warned of the consequences. I see by the reply from the assistant secretary of the Board of Trade, that our general secretary's letter shall receive attention. Therefore I would ask on behalf of myself and fellow members, if any further correspondence has been received on the subject, or any action taken, with a view to altering this state of things?—I remain, dear Sir, yours, etc.,

THE MAN WITH A CARPET BAG.

SKIPPER AS THIEVES.

To the Editor of "Seafaring."

DEAR EDITOR,—I have only just come here, and have been looking over the back numbers of your paper published while I was away, so as to get an idea of how things have gone while I was away, as all seafaring men should do if they want to understand what is going on. In a back number of SEAFARING I notice a member's wife complaining that her husband don't get his SEAFARINGS, except she smuggles them to him. About twelve months ago the writer found his self in a steamer with a thorough Trades Union enemy for master, and a drunken blackguard to boot. I made an agreement with another Bro. that was re-iding ashore permanently (and whose honesty I can still vouch for) to send me my SEAFARINGS at the

different ports that I had to call at. On arrival at the first and second ports no papers for me. From a word or two that I heard the captain drop I kept my ears and my eyes open pretty sharp, and one day, on looking at the clock to see the time as I was leaving the wheel, what was my surprise and delight to see the picture of a rope with SEAFARING marked on it peeping out from under a newspaper. I popped into the charthouse, and sure enough there were several of my SEAFARINGS, minus the directions. Not to awaken any suspicions, I only took one at the time till I had read the lot. When I had returned the last, Mr. Editor, I pinned a note to it, telling the master that he was not smart enough after all, but I was not fool enough to mention any names. What a rumpus when he found it out, Sir. But your humble servant said nothing till he got his money in his hand at the end of the voyage, and then I gave him a bit of my mind. This will show, Mr. Cowie, what some of our owners and captains will do to smash our Union.—I remain, yours in unity,

BRISTOL BRANCH.

GRIEVANCES.

To the Editor of "Seafaring."

DEAR EDITOR,—Being just returned from sea, and on reading back numbers of SEAFARING, I and my shipmates notice that there has been a great deal of talk about our provision scale during the time that we have been away, and we have come to the conclusion that there should be less talk and more reality put into it. We think the time has fully arrived for our leaders to make a better scale. If they don't do it soon our members, especially the old ones, will be getting disgusted, because we think that we have been starved long enough. I notice that a Bill for better food is thought about, but if we wait for the Government of the country to bring in a better one I for one think it will be a long time, while there are so many shipowners in power. We compelled better wages without Government aid, and we can do the same in regard of food. It is a well-known fact, Sir, that since we have had better wages ships have given us less food to make up for it.—Yours, &c.,

W. B.

DISTRICT SECRETARIES.

To the Editor of "Seafaring."

DEAR SIR,—I should not have troubled you with noticing "A Secretary's" letter on the above subject, in your last voyage, but for the last sentence contained in his letter. As to the utility or otherwise of district secretaries, that matter was settled at the last Congress held in Glasgow, and must perforce last until the next Congress either confirms their re-appointment or abolishes the rule altogether. What does he mean by secretaries being handicapped by paying those who never gave the least assistance? Has his salary been reduced through the appointment of any district secretary? or does he pay more than 6d. per week contributions the same as ordinary members? As for his last assertion as to want of courtesy on the part of the district secretaries, I defy him to find one single instance, in the whole of my career in the Union, of incivility to any individual member, local or non-local. As for capability of answering, let others decide. It would have looked more manly on the part of your splenetic correspondent to have signed his name, as I have reasons to doubt the position he assumes, which is rather ambiguous.

F. W. YOUNG

Humber District Secretary.

ENGINEERS AND ENGINEERS.

To the Editor of "Seafaring."

SIR,—Having pondered over the letter that appeared in your valuable paper in reference to certificates of competency being granted to shovel engineers, I think that if our practical engineer, as he terms himself, had only had as much practical experience as many so-called shovel engineers have had, many of the steamship owners would have had a far greater dividend for their shareholders, than they have had to expend on engines repairing defects that have been caused by some of our so-called practical engineers. Many of these gentlemen have only been too glad to have such a substitute as a fireman to refer to for general information respecting the practical parts of the engine that he has had charge of, and without the assistance of such a man they would be unsuccessful. The shovel engineer is just as worthy of a certificate and the title of engineer as our so-called practical engineers of the present day, and is as justified in entering the Society of Engineers as the men that have passed seven years in a fitting shop as an engine-fitter, not as an engine driver. In cases a shovel engineer has

proved himself qualified to have charge of marine engines. Could our practical engineer give our shovel engineers any just reason why a fireman is not justified in working his way from the stockhole to the engine-room as well as the sailor is justified in working his way from the fore-castle to the cabin? If the Board of Trade found a man not qualified to hold a certificate of competency they would not grant such a certificate. If an experienced fireman is competent, he has as much right to apply for a certificate as the practical engineer.—Yours in unity,

FIREMAN.

South Shields.

SEAMEN'S FOOD.

To the Editor of "Seafaring."

SIR,—I shipped on board a steamer for the River Plate, and return. She belonged to that class where the captain finds the ship, he being allowed 1s. 6d. a day for every man on board to keep him in food. A few honestly spend all that they receive for that purpose, but most make something out of the miserable pittance allowed for a man's food, and it is impossible for them to buy good stores and yet save money. In the ship I was in the captain had 1s. 6d. per day per man, officers included, to feed us all. While the officers were well fed, though not so hard worked, we got such bad meat and flour, that hard as we worked, we preferred, especially on the passage home, to dine on dry biscuit. The captain could afford to feed the officers well, as he starved us to do it. Your readers know too well how seamen are fed. The story of how badly we are fed is as stale as an account of Noah and the Flood or the death of Queen Ann would be, and as your space is valuable, I will not trouble you with details, but I do want to point out that if crews were allowed 1s. 6d. per day per man to find themselves, they could do it 200 times better than it is generally done.—Yours respectfully,

A FIREMAN,

Grimsby Branch.

Jan. 23, 1891.

WIDOWS AND THE UNION.

To the Editor of "Seafaring."

SIR,—Will you kindly allow me space in your widely circulated and valuable paper SEAFARING to tender my sincere thanks to Mr. Clements, secretary of the South Shields Branch, to the secretary of Tidal Basin Branch, and to Mr. England, general treasurer of the Seamen's Union, for the kind and courteous manner in which they have acted to me in my bereavement through the loss of my husband; also for their kind supervision of his interment at Greenwich on Dec. 31 last. I am certain that if the wives, mothers, and near relations of seamen and firemen knew as I do the benefits to be derived from the Seamen's Union in case of accident or death, they would never leave off urging their husbands and sons to become members of that noble institution. The watchful interest, the courteous conduct, and the sympathy extended to me by the representatives of the Union is truly commendable. By the insertion of this you will greatly oblige, yours respectfully,

MARY QUIGG.

Readhead's Buildings,
South Shields, Feb. 1, 1891.

LIFEBOATS.—The February number of the quarterly *Lifeboat Journal* contains full information as to the services rendered by the vessels of the Royal National Lifeboat Institution during the past three months, and other interesting matter. This institution has now 300 lifeboats under its charge, and last year it granted rewards for saving 773 lives from shipwreck on our coast. The expenditure of the society in 1890 largely exceeded its income. At the present time pecuniary aid is especially needed to assist the committee in maintaining its great life-saving fleet in a state of efficiency, which can only be effected by a large and permanent annual income.

AT Fleetwood, Henry Barrett, steward on board the ship *Remus*, was charged with stealing a diamond ring, value £26, the property of Mr. Treen, Custom House officer at Townsville, Queensland. The evidence was to the effect that while the *Remus* was lying in port at Townsville, Mr. Treen, the Custom House officer, lost a ring on board. On arrival at Fleetwood, the prisoner was noticed by the Customs authorities to be wearing a ring. Defendant said he found the ring, and meant to give it up to the authorities at Fleetwood. The Bench decided there was no evidence to convict prisoner, and he would be discharged, the ring to remain in the custody of the Customs House officers.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AS SHIPOWNERS ARE TRYING TO CRUSH THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—F. T. Lehmann, Norregade No. 21.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 27, Broomhall-street, *via* Acklington.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ANTWERP.—
ARBOATH.—J. Wood, 17, Ferry-street, Montrose.
ARROSSAN.—W. Galbraith, 59, Glasgow-street.
ARLOW.—P. Bolger, Main-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry; R. R. Golden, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—R. Price, 41, Queen-square.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
BLUTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Bluth.
BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BREMENHAVEN.—F. Fitchens, Buergermeister, Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
BURNTISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Victor Backe, secretary, Scandinavian Department Office, Ostergade 32 Thalia; postal address, 10, Classensgade, Copenhagen; telegraph address, "Victor, Copenhagen." Meeting, Wednesday evening.
CORK.—Michael Austin, 6, Patrick-street.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Saviour-place, Meeting, Friday evening, 7.30 p.m.
DUMBARTON.—J. McNee, Kirk-street, agent.
DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGAVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Wednesday evening, 7 p.m.
GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday, 7.30, at 102, Maxwell-street. Telephone 3184.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GRANGEMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday, 7 p.m.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Alborough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
LIMERICK.—W. McMillian, sec. (pro tem), 68, Colony-street.
LIVERPOOL (Branch No. 1).—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
LIVERPOOL.—(Branch No. 2).—T. Connolly, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.
LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Rescoe.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LONDON DERRY.—A. O'Hea, 27, William-street.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
MALMO.—Axel Danielson, Norregation No. 33.
MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary, resides on the premises where he can be seen at any time. Meeting Monday evening 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO'—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Eliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.
PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. Cox, 26, Clive-crescent, Cogau, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.
ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; M. Logan, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Long, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
SUNDERLAND.—W. Lonsdale, secretary, Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday evening, 7 p.m., at Lockhart's Cocoa Rooms, High-street West. Dr. Wood, 32, Frederick-st., and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 413.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Ayton, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tooke, Faversham, agent.
WHITEHAVEN. } John Smith, Maryport.
WORKINGTON. }
YOUGHAL.—J. Collins, Braun-street.

P. WOMERSLEY, DRAPER,

OUTFITTER,
TAILOR,
AND
HOSIER,

SHIRT MAKER,
32, 33, 34, 37, & 39, Victoria Dock-rd.,
LONDON, E.

ALL KINDS OF

SEAMEN'S CLOTHING.

MASTERS & Co.

THE
CARDIFF, SWANSEA, AND
NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,

29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

MASTERS & CO.,

18 & 19, CASTLE STREET, SWANSEA.

MASTERS & CO.,

39 & 40, HIGH STREET, NEWPORT.

THE BEST HOUSE FOR

SAILORS' & FIREMEN'S BOOTS & SHOES

IS

S. VINICOMBE'S,
11 & 23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

NORTH OF ENGLAND SAILORS' & FIREMEN'S ASSOCIATION.

HEAD OFFICE:

Central Coffee Tavern, High Street West,
SUNDERLAND.

General Secretary, H. FRIEND.

BRANCHES.

SOUTH SHIELDS, 6, Commercial-road, Mill Dam;
E. Cathey, Branch Secretary.

TYNE DOCK, 26, Redhead's-buildings.

NORTH SHIELDS, 27, Duke-street; J. R. G. King,
Branch Secretary; A. Rutherford, District Sec.

Members of the above Association can pay their contributions at any of the above Offices, or at any Branch of the Amalgamated Sailors' and Firemen's Union of Great Britain, Ireland, and other Nations.

By Order,

H. FRIEND, General Secretary.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom all remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months 6s. 6d.
Six Months 3s. 3d.
Three Months 1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union. All subscriptions must be paid in advance.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen	Liverpool
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goolie	Sunderland
Grangemouth	Swansea
Grimsby	West Hartlepool
Hull	Whitby
King's Lynn	

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

TO SECRETARIES AND DELEGATES.

The following is a list of vessels which have shipped Federation or blackleg crews: s.s. *Bernicia*, s.s. *Newminster*, and s.s. *Beeswing*, and colliers *Zadne*, *Endeavour*, *Irthington*, *Andalusia*, *Corfew*, *Emerald*, *Manitoba*. All members are requested to give them a wide berth until the owners concede our demands.—By Order of the Executive Council.

BRANCH SECRETARIES

Are requested to send to SEAFARING the names of all vessels in which "Free Labour" crews are engaged, in order that Union men may beware of them.—By Order, J. H. WILSON, General Secretary.

BOOTLE BRANCH.

The mother of P. Doyle, 1,638, Bootle Branch, will be glad to hear any news of him at 105, Bangor-street, Bootle, near Liverpool.

This Branch has removed to 133, Derby-road, Bootle, Liverpool.

CARDIFF BRANCH.

Sailors and Firemen of the A. S. & F. Union seeking employment are warned to keep away from Cardiff, as the port is already much over-stocked with men.—JOHN GARDNER, District Secretary.

COPENHAGEN BRANCH.

The office of the Copenhagen Branch is removed to Ostergade No. 32, Thalia, Copenhagen.—VICTOR BACKE, Secretary.

DUNDALK BRANCH.

Secretaries giving new cards to any members of Dundalk, Drogheda, or Newry Branches will please send for their correct number and Branch to THOS. McKEVITT, Quay-street, Dundalk, Secretary.

DUBLIN BRANCH.

On and after Monday, Jan. 12, 1891, all communications to be addressed to the secretary, Michael Bolger, 50, Seville-place. Meeting night, every Friday, at 7.30 sharp, at 50, Seville-place, Dublin.—MICHAEL BOLGER, Secretary.

GARSTON I ISPUTF.

All sailors and firemen are requested to keep away from Garston pending a settlement of the present struggle.—WM. NICHOLSON, District Sec.

LIVERPOOL (Tugboat) BRANCH.

All Tugmen are desired to keep away from Liverpool during dispute with Liverpool tug-owners. Union Sailors and Firemen keep this in mind.—SAMUEL G. BROWN, Secretary.

MIDDLESBRO' BRANCH.

At the general meeting of this Branch, held Feb. 3, 1891, it was decided that all members of this Branch be allowed until June 30, 1891, to pay the Strike Levy, and that if not paid by the end of June, that it be entered as contributions against them.—GEO. CATHEY, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

SOUTH SHIELDS BRANCH.

Branch Secretaries are requested not to pay any Shipwreck Claims for this Branch without writing or telegraphing to D. CLEMENT, Secretary.

UNION MEN PLEASE HELP THE DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these Branches, on Monday, March 23, the following prizes will be drawn for:—1st prize, Silk Worked Picture (by a member), worth £4; 2nd prize, Silver Medal (enamelled); 3rd prize, Silver Medal (plain). Tickets, 6d. each, may be had from the Secretary, Mr. McKEVITT, or at SEAFARING Office. The winning numbers will be advertised in SEAFARING after the draw, and winners can, if they choose, have the value of the prize they win in money.—THOS. McKEVITT, Secretary.

TO RELATIVES OF THE CREW OF THE "CAMPERDOWN."

The Next of Kin to Roderick McLeod, F. Meyerhoff, Andrew Smith, Dan Butler, and Solomon Melville, members of the crew of the above ship, which sailed from Barry May 5, and was last heard of at Simon's Town in August last, may, on application to Mr. John Gardner, West Butte-street, Cardiff, hear of something to their advantage.

"SEAFARING" ADVERTISEMENT SCALE.

Insertion.	ORDINARY POSITIONS.		
	13	26	52
One Page ..	2 10 0		
Half-Page ..	1 7 6		
One-third Page ..	0 18 6		
One-sixth Page ..	0 10 6	10 %	15 %
Three Inches ..	0 7 6	Discount.	Discount.
Two Inches ..	0 5 6		
One Inch ..	0 3 0		

Facing Leader, 20 % more than above prices.

Quotations given for special advertisements; 5 % discount off above prices allowed when accounts are paid monthly; liberal discount for cash with order.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding Houses (see page 15).

Communications arriving so late as Thursday cannot be guaranteed insertion.

Seafaring.

SATURDAY, FEBRUARY 7, 1891.

FEDERATIONISTS FIGHTING.

Having more than once expressed our opinion of the Shipowners' Federation, which is now so prominently before the public, perhaps the opinion of persons who have served that organisation may be interesting. Here, at any rate, is a letter which we have received for publication:—
"Mr. G. A. Laws, secretary Shipping Federation, Limited.—SIR—Having left your service, I feel it my duty to state my reasons for not being in perfect accord with your Federation for some time past. I was led to believe that the aim and objects of the Federation were simply to establish a free labour office for seamen, and that it was not your intention in any way to injure the Sailors' and Firemen's Union, but to my surprise, ever since I

joined the Federation, I have found the sole aim and object has been to crush the seamen's organisation. I also found there were men in your employ, and who were to be my co-workers, who were sworn enemies of the National Amalgamated Sailors' and Firemen's Union, men who were rebels from the organisation because they were not allowed to work against its interests, disappointed office seekers, and others who were formerly secretaries of seamen's organisations which were far from perfect, and I might add far from creditable, and who were annoyed at the great success of the National Amalgamated Sailors' and Firemen's Union. These men during the time they were in your employment worked night and day (and I believe with your approval) to injure the National Union in every way. Moreover, I cannot submit to misleading statements made by you in the several speeches you have made in Hull and elsewhere, to the effect that the Shipping Federation were supplying ships in London with the pick of the mercantile marine. I flatly contradict this, as I am in a position to judge whether they are the pick of the mercantile marine or not. For many years I have been a seaman, and I understand the dangers to be encountered at sea in consequence of incompetent crews being shipped on board of English vessels, and I unhesitatingly state that many men were supplied during the strike in London of the most incompetent kind, and far from being the picked men of the mercantile marine. On the contrary, they were what I should term the refuse of the mercantile marine, and I think you will admit that I, having had the unpleasant duty of procuring a large number of these men (sorry as I am to say it), know the class of men much better than you, who have never seen the men and do not know the difficulty in procuring them for the different vessels during the strike. I also take exception to another statement you made, namely, that foreigners were compelled to have four years' sea service in English ships before being admitted into the Federation, and shipped by that body. I myself procured a crew for the s.s. *Gottenburg City*, and amongst the crew there were 12 foreigners who could only show a very limited service in English ships. Some had never been in English ships before, and therefore, I maintain, you were not justified in your statements, unless you were in a position to substantiate the same. Up to the present time, I venture to say there have not been more than 750 at the most who have signed through the Federation office. I have not been many weeks in the employ of the Federation, but I could sooner beg my bread from door to door than work one week longer for any organisation which terms itself a free labour agency, but which is in reality one of the most tyrannical combinations I ever met with.

I am, yours truly, EDWARD NEWMAN, R.N., 148, Brady-street, Buildings, Whitechapel, London, E."

This interesting communication is not the only one we could print reflecting on the Federation. Some of the blacklegs employed at the docks in London complain that the Federation broke its agreement with them in the matter of wages, fares, food, &c. Worst of all, the Federation would not provide a bath, as ordered by the doctor, and a bath must have been sorely needed by the blacklegs. Birds in their little nests may agree, but the Federationists evidently cannot.

NAUTICAL NEWS.

THE barque *Prince Rupert*, which left Hudson Bay for London, Oct. 11, is believed to be wintering at Charlton Island in consequence of ice.

AT South Shields Fredolf Johansen, 29, steward was fined 31s. for smuggling 4 lbs. of cavendish tobacco on board the *Sjælland*, s, while lying in the Tyne Dock.

THE Transatlantic cattle trade committee have held a meeting at the Board of Agriculture. Timothy Dwyer, cattleman; Mr. Montgomery, Dominion Line, Liverpool; and Mr. Dunlop, Allan Line, Glasgow, were examined.

AN inquest has been held at Bristol on the body of a fireman named Patrick Kelly, who had been found drowned near his ship. Deceased belonged to the Liverpool steamer *Bessell*. No explanation was given as to how he got into the water.

INFORMATION from Londonderry states:—A report just received from the Innishowen coast, county Donegal, states that a fishing boat, with a crew of five, was blown out to sea in the storm of Saturday night. A tug sent in search failed to find the vessel.

IN the action arising out of a collision in the river Seine between the steamships *Penedo* and *Activity* on Oct. 11 last, the Admiralty Court has found that the collision was really brought about by the porting of the helm of the *Penedo*, and her going out across the bows of the *Activity*, and that the *Penedo* was alone to blame.

THE Marine Court of Hamburg has just held an inquiry relative to the stranding of the British barque *Candidate*, of Liverpool, in the estuary of the Elbe, on Jan. 13. The crew abandoned her in the boats, and were picked up by the steamer *Cuxhaven* and landed at Heligoland. The Court found that the loss of the vessel was entirely attributable to the ice.

IN an action in the Admiralty Court for salvage services rendered by the steamship *Coomassie* to the steamship *Rialto* in the Atlantic Ocean on Dec. 25 last, the Court found that the value of the property saved was £38,000. The owners of the *Coomassie* get £2,250, the master £250, and £500 is to be divided amongst the rest of the officers and crew according to their ratings.

THE Board of Trade inquiry as to the burning and subsequent loss of the Liverpool steamer *Thessaly* in the North Sea has concluded at Liverpool, the Court finding that every effort was made to save the ship, and the abandonment under the circumstances was justified. The Court found that neither the master nor chief engineer was in default, and attached no blame to anyone.

WHILE about 60 bluejackets and reserve men were engaged on Saturday taking down a large canvas awning covering the deck of the training-ship *Durham*, lying in Edinburgh Dock, Leith, the strong gale which prevailed blew the awning over the side, carrying with it four of the men, who were thrown into the dock. Three were rescued and one was drowned. His name is John Edgar Reid Bunsell.

THE official inquiry into the circumstances attending the stranding and loss of the Welsh schooner *Perseverance*, of Aberystwith, on the coast of County Down on Jan. 5, has been held at Liverpool. The Court decided that, having regard to the nature of the coast and the thickness of the weather, the master was not justified in standing so close to the shore, and the Court suspended his certificate for three months.

THE Liverpool ship *Aristomene*, which arrived at New York on the 22nd ult. from Calcutta, was defeated by two days in a race with the ship *Dundrennan*, which arrived there on the 28th. The time of the *Dundrennan* was 111 days. The *Aristomene* had favourable weather, whilst the *Dundrennan* had heavy weather off the Cape, lasting five days, during which she started the main deck and ports, and split several sails.

AN action in the Admiralty Court for salvage services rendered on Nov. 19 last to the steamship *Elta*, was brought by a number of beachmen of Winterton, near Great Yarmouth, with the lifeboat *Margaret* and their yawl *Band of Hope*, and the Great Yarmouth Steam-tug Company, the owners of the tugs *Meteor* and *Express*. The Court found that the value of the property as saved is taken at £9,275, and think that a fair award would be £900.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The *Thanemore* relief fund committee have arranged to get up an entertainment at the Paragon Music Hall next month in aid of the funds.

The fight between the Shipping Federation and the Union still goes on at the docks, sometimes one side winning and sometimes the other. Many of the stevedores continue to help the seamen.

Mr. Walsh, London district secretary, has gone to Glasgow to preside over the annual social meeting and ball of the Glasgow Branch, to be held on Feb. 4. Mr. Walsh is very popular in Glasgow, and is at home there.

Mr. Quian, who came from the Greenwich Hospital on Feb. 2, and was put on the list of out-door patients, was asked and pressed on the following day to go down and sign articles on the *Rimutaka*, though he admits that he is physically unfit to join any ship. He has gone back to hospital.

The *Dockers' Record* contains a portrait and complimentary biography of Alderman Phillips, who was at one time president of the Tidal Basin Branch of the Union, and is now a trustee of the Dockers' Union, and has always taken a prominent part in movements for bettering the condition of working men.

At a meeting of the United Labour Council of the port of London, held at the Wade's Arms on Wednesday evening, Feb. 4, Mr. A. Mercer (Green's Home) was elected vice-president of that council for the ensuing year. Mr. A. Palmer will represent the sailors and firemen on the Executive of this most important body of riverside trades.

On Friday morning last, Jan. 30, the sailors and firemen turned out in force to show the solid bonds of friendship existing between them and their Australian brethren, and to bid God speed to Mr. Fitzgerald, the Australian labour delegate, on his leaving for his native shores. The procession, headed by the Green's Home Branch band with the Union banner, left the Wade's Arms at 9 a.m. and marched to Blackwall Stairs, and then down the river in the launch flying the colours of the Seamen's Union. Amongst those who accompanied Mr. Fitzgerald to Tilbury were Mr. Ben Tillet, Dockers' Union; Mr. Gearing, stevedores; Mr. Donovan, ballast-heavers; Mr. Brown, shipwrights; Mr. Leahy and Mr. Mahoney, coal porters; Mr. Little, non-freemen, and Mr. J. H. Wilson, Mr. A. Mercer, secretary Green's Home Branch (sailors and firemen); Mr. J. Deguin, secretary Gravesend Branch. The steamer *Ormuz* was reached at 1 p.m., and on Mr. Fitzgerald embarking on the Australian liner the band played *Auld Lang Syne*; three cheers for Australia were given, and the *Ormuz* ran away from the launch which followed some distance down the river.

A well-attended meeting of Green's Home Branch was held at Plimsoll Hall, Poplar, on Tuesday, Feb. 3. Mr. Charles Wheeler in the chair. 148 members were elected for the week. The financial statement for the half-year was read and adopted, general satisfaction being expressed at the prosperous state of Branch, the Branch account standing £9,993 at the bank. In order to meet the Shipping Federation on a better footing it was decided, on the motion of Bissett and Oregan, that we pay the sum of 6d. per week contributions, and establish a reserve fund by the payment of 10s. per member as a levy. Mr. Westoby, one of the committee of the *Thanemore* Relief Fund, briefly reviewed the work of that committee, after which it was agreed to pay a levy of 6d. per member to assist the widows and orphans of the crew of the ill-fated *Thanemore*. It was decided to attend with band and banner at the Assembly Hall, to welcome Mr. Plimsoll home, on Thursday, Feb. 5. Mrs. Blaney, whose husband was lost on the s.s. *Tagus* at sea, his pay being stopped by the owners from that date, and the widow having to pay for his effects to come to London, was granted by the Branch £2. It was resolved that we take this opportunity of expressing our entire confidence in our secretary, and admire the manner in which he has conducted the affairs of the Branch through this critical time, and regret the uncalled for attack made at Tidal Basin on Friday last by one member against our Branch's leading official.

LIVERPOOL BRANCHES.

At the meeting of the Tugboat and Ferryboat-men's Branch on Wednesday, Jan. 21, H. R. Taunton, Esq., in the chair, the members were addressed by the following gentlemen:—Mr. W. Nicholson (district secretary), Mr. Thos. Connerty (secretary Bootle Branch), Messrs. Watkin, Doey, Parkin, Winterburn, Goodman (members of the Trade Council), and Mr. S. G. Brown. After good sound advice to the men on the prospect of the coming crisis, Mr. Wm. Nicholson moved the resolution that on account of the tugowners' arbitrary demands on the men that they should be forced to sign the six months' articles clause in said articles, demanding 2s. per week to be stopped off each man until it reached one week's wages, and that the same could be confiscated by the owners if at any time fault was found with any man, and he to be discharged. It was agreed unanimously that such terms would not be signed by any Union man, but that all men who should complete their notice on Friday, 23rd inst., should come out. Those men under a week's notice should lawfully serve their week's notice out. The different gentlemen having pointed out the necessity of standing together shoulder to shoulder, and reminding one that the right side of the public-house was the outside, particularly organising themselves to their separate duties, the meeting closed.

On Thursday morning the pickets were duly appointed and sent off to their various stations, having during the day found several scabs and turned them back. In the evening smoking concert by the Tipplers. Friday pickets duly appointed. On Saturday after pickets appointed the men were ordered to be back at Malakoff Hall at 1.30 p.m., when they formed in procession with the sailors and firemen, headed by a first class band. With banners flying they marched to the landing stage where they were joined by Samuel Pimms, Esq., and Mr. W. Nicholson, district secretary, in an open carriage drawn by four brown horses and postillions. Marching through the principal streets to Central Station where S. Pimms, Esq., took his departure for London. The opinion of the public of Liverpool was that they never saw a finer body of men than the sailors' and firemen and tugboatmen (over 300) of that Branch alone. Saturday, Sunday, Monday, Tuesday, committee met every day. The general opinion is that the tug owners will shortly give way. Smoking concerts every evening rendered by the men, with banjo, harps, tambourines, etc.; all men in good spirits.

The Bootle Branch held their usual weekly meeting Tuesday last, Feb. 2, Mr. M. O'Hare in the chair. After the usual business, for the last time the proposed reduction of the blackleg fine was put before the meeting. It was carried by a majority of 10 votes that the fine be not reduced. This settles the question that the fine do not be reduced, but still stand at £3. The secretary then put the tickets for the drawing in aid of a silk banner for the Dundalk Branch before the meeting. Mr. Connerty moved a very hearty vote of thanks to Mr. Patrick Finnegan and to the crew of Messrs. Lampert & Holt's s.s. *Cuvier* for their zealous work in the cause of this Union by collecting money for the widows' and orphans' fund of this Branch. This was carried unanimously. Mr. Marmion moved "That this mass meeting of sailors and firemen of the Bootle Branch of the Sailors' and Firemen's Union tender a hearty vote of thanks to Mr. Robertson, M.P., and Mr. Fenwick, M.P., for the able manner in which they conducted the debate on the second reading of the Conspiracy Law Amendment Bill, although rejected by a majority of 36, composed of capitalists, and that we have good hopes of, in the near future, being in a position to send able men to help the Labour party in striking off the last shackles that remain on the British workmen in general, and thus give them a chance to live in comfort." This was seconded by Mr. E. Edwards, supported by Mr. M. Monaghan, and carried unanimously with applause. The secretary (Mr. Connerty) gave an account of the demonstration on Saturday last, the 31st ult., when he met Mr. Pimms on his arrival in Liverpool from the s.s. *Wyoming*, after his tour in America, which he made for the purpose of getting an insight into the workings of the Atlantic live cattle trade. Mr. Connerty told how the members of the Liverpool Branches of the Union received him, and went on to speak of how the tugboat men were locked out, simply because they refused to sign an agreement binding them to accept any terms the masters wished them to, and place themselves under the tugowners' feet, thereby going directly against their own interests. He was glad to say that the men were wise enough to see that it would not do to place themselves in the tugowners' power and trust to their tender mercies. He then went on to speak of the position the Union held in Liverpool, and said that a great number of

men that had allowed themselves to fall into arrears were now coming forward like men, and either clearing their cards or at least paying something off their debt. He thought that the men were beginning to see that it was impossible to stay outside the pale of the Union much longer, as by doing so they were only injuring themselves. Did the men that were standing aloof think that the Union men were going to pay their dues and support the Union and then let such lukewarm customers reap the benefit that the Union had gained? Did they think that because they had been allowed to sail in ships without paying up, the Union was asleep? If they did they were greatly mistaken. He assured the members that a day would shortly come when those who had not joined, or had not paid up, would have to walk about a long time before they got a ship, and he (the secretary) thought it would serve them right, as they had been reaping a benefit by the Union and yet had thought it too much to pay a few coppers every week to enable them to retain that benefit. With regard to parliamentary representation, when once they got a few members into the House of Commons, the rest would be child's play, compared to the hard battles they had fought and were still fighting, for with a few more like Samuel Pimms, Esq., to uphold their cause, they would get concessions for seafaring men, such as had never been known before, proper and nourishing food for one thing, food that would enable men to do their work in a proper manner. He wondered how a shipowner would feel if he was compelled to go down into a stifling stokehole and do four hours' hot and heavy work, especially if he was fed on stuff that had first been all round the world in Her Majesty's w.r. ships, and then had lain for a couple of years in some Government storehouse. Why the strongest shipowner that ever lived could not stand it for one hour. Mr. Connerty went on to state that representatives in Parliament would soon alter all this, would compel the shipowners to give their men proper food and accommodation, so that when a fireman or sailor came off watch after a hard four hours' work, they would be able to get a good meal and lie down on a dry bed instead of a wet and miserable one, such as they now had to occupy. The public did not properly realise what a sailor or fireman had to put up with. Bad food, hard work, foul smelling rooms and damp beds, caused by leakages in the roof of the forecabin, which had very little light and scarcely any ventilation. Then because the men had banded themselves together to try and alter their hard lot, the shipowners had got up a Federation to crush the men once more into submission, and as an excuse said that they had only got this Federation together for the purpose of protecting themselves against the tyranny of the Sailors' Union. Lame excuse, isn't it? To help the matter out, they get the scum of the earth, gaul birds, and parasites that live on their fellow men to try to blacken the characters of honest men, and to stir up dissension in the ranks of a grand organisation, that had done more work and more good for the seafaring community than ever had been done before. They say that Union men desert at the last moment and leave them in a hole. I know for a fact that even when the six weeks' imprisonment for desertion was in force, that there were as many men who missed their passage as there are at the present time, and again, the Union has a remedy for that. Every man that misses a ship is fined a small sum at first, growing larger at each offence, so that it does not pay men to miss their ships. After a vote of thanks, the meeting adjourned.

BIRKENHEAD BRANCH.

At the weekly meeting, the minutes, correspondence and financial statement were accepted. For the post of delegate, vacant owing to the death of the late Bro. Thomas Burke, the following were nominated:—Thomas O'Connor, proposed by T. McWha, seconded by W. Hughes. John Kerr, proposed by H. Stading, seconded by R. Rogers. Thomas Holland, proposed by P. Boyle, seconded by A. McKeller. The result was, viz, Thomas Holland, 11, John Kerr, 9; Thomas O'Connor, 6. It was therefore declared that Bro. T. Holland act as delegate *pro tem.* until Feb. 2. It was moved by H. Stading, seconded by P. Cremer, that the tender of £2 18s. be accepted for the proposed office alterations; carried. A complaint was then lodged by one of our members respecting a foreman stevedore engaging men for the chief officer of the s.s. *Empress of India*, and after other business the meeting adjourned.

At the committee meeting, Feb. 2, the minutes were adopted, also correspondence and financial statement for the week ending Jan. 31. Previous to the opening of the ballot box for the election of outside delegate, Messrs. Younger and Neligan were appointed scrutineers. The result of the ballot

was as follows:—John Kerr, 41; Thomas Holland, 20; Thomas O'Connor, 9. Mr. John Kerr was therefore declared duly elected outside delegate for the ensuing half-year. The alteration of wages scale was next gone into, and it was moved by Thomas McCarthy, seconded by T. Holland, that it be an instruction to the general meeting to get printed 500 bills with the new scale of wages. This was carried.

The funeral of the late Bro. Thomas Burke (late delegate to the above Branch) took place on Thursday, Jan. 31, from his late residence, 33, George-street, Birkenhead, and was followed by a large number of members of the above Branch to the place of interment, Hayrick Hill Cemetery. Manifestations of respect were shown on all sides, the deceased brother being held in high esteem by all who knew him. Much credit is due to Messrs. D. Kenny, P. Boyle and H. Mottershead, who were entrusted with the supervision of the funeral arrangements. All those who so kindly responded to the appeal for the "Funeral Fund" of the late Bro. Burke, will please accept the warmest and most cordial thanks from the funeral committee on behalf of the above Branch.

GLASGOW BRANCH.

At the usual weekly meeting, Jan. 29, Bro. J. McQuilan, president, in the chair, the minutes, after comments on Bro. D. McAulay's sick ailment claim for 16 weeks (which was unanimously granted), were adopted. There being present several members of the crew of the s.s. *City of Vienna*, correspondence was again read from district secretary Walsh, of London, as an apology from the members of Tidal Basin Branch, which was accepted. A letter was also read from Mr. McNaught, secretary Greenock, on a member of our Branch, named John Robertson, fireman, who had been, and was at date of meeting, working with blacklegs on the Caledonian Railway. After discussion it was resolved that he be summoned to attend the first meeting, and failing to do so that he be dealt with in absence. After the financial statement for the week ending Jan. 24 had been unanimously accepted, a lengthy discussion ensued in reference to the sick fund, its members, and the advisability of having a doctor for this Branch, the secretary explaining the various questions appertaining to the same. The question of the increased rate of weekly contributions was then fully discussed, several members taking part therein; the secretary giving a short address on the same. Bro. C. Wright then asked a question concerning the contracts to be taken for the chipping of the hulls of vessels at present lying up. The question being answered, several members gave their views of the matter, after which the same Bro. (Wright) brought before the meeting again the case of Bro. M. Cunningham, who had his shipwreck claim from the s.s. *Orator* retained as part payment of a loan he had received from this Branch as long as 15 months ago. This case having at a previous meeting been thoroughly discussed and settled, the members departed before Bro. Wright had finished, and so closed the meeting.

CARDIFF BRANCH.

For report of important meeting at Cardiff see page 3.

The following is a list of vessels which have sailed out of Cardiff during the past week. *Beneath of the Federation crews.* Union crews:—Steamers *Dodo*, *Abermaide*, *Monkseaton*, *Tockwith*, *King Ermyrn*, *Delmina*, *Ruskin*, *Trevillyn*, *Stella*, *Reggio*, *Resolution*, *Arrom*, *Galatz*, *Treglassai*, *Elleratie*, *Rockliffe*, *Roman*, *Earl of Chester*, *Cheriton*; sail, *Ringdove*. Federation crews:—Steamers *Southgate*, *Linnett*, *Jas. Wisham*, *Gwendoline*, *Nyanza*, *Glen-gelder*, *Monte Rosa*, *Renfrew*, *Cameo*, *Straits of Gibraltar*.

DUBLIN BRANCH.

At the weekly meeting, the chairman and vice-chairman being absent at sea, the Irish district organising secretary, Bro. Edward Donnelly, was voted to the chair. The new members enrolled were admitted, and the minutes, financial account and correspondence accepted. The adjourned complaint against Bro. Carroll, after some discussion was again adjourned, he being absent at sea. It was proposed to get a new scale of wages made out, so the following brothers were unanimously elected to form a special committee to draft a scale of wages. Bros. John Johnson, Samuel Wallace, Edward Connolly, John Kavanagh, Lawlor, and Chrity Linn, they to meet on Wednesday, and give their draft in on Friday for approval of the Branch. The chairman on rising to address the meeting was greeted with loud cheering, said—Brother workers, it gives me great pleasure to preside at this meeting of the Dublin Branch. From what I have seen of the working of the Branch, it reflects great credit on the officers,

and I am sure the Dublin Branch will be a genuine success. He then went on to tell of the different ports he had visited in Ireland, saying that now nearly all the old loopholes where the "Free Labour" Federation recruited their scabs, were for the future irrevocably closed against them, not alone in Great Britain and Ireland, but also he was glad to say, on the Continent. (Cheers.) And in the future the public might know that ships manned by scabs would be manned mostly by incompetent hands. The few sailors and firemen that might be amongst them would be either jail birds, or men who were expelled from the Union because their character would not bear the light of day. He then referred to the long list of victories gained by the Union under the able leadership of Mr. J. H. Wilson. The Shipping Federation tried to frighten the men by the mention of their gold, and by slandering their chief. But they had been disastrously beaten on every tack. They talked and wrote a lot about only having the sailors' cause at heart, but every action of the Shipowners' Federation was direct contradiction of their statements. The man who could not see through the game of this worst enemy the sailor ever had to contend with, was madder than plenty of the inmates of Bedlam. He (the chairman) was glad our general secretary had come out of the trial of *Fairplay* unscathed by calumnies, and with fresh laurels. The shipowners called themselves gentlemen. If they were such, let them prove it, and not be consorting with jail birds, for if they kept such company people would say that "Birds of a feather flocked together." Those that had any conscience left had deserted the polluted bed of blacklegism and free labour federation, for to touch it meant a scabby disease that the lowest type of men were suffering from. He hoped and trusted that all men who wished to be considered men, would stand firm by their leaders who, on deck of their stout little craft SEAFARING, could see through all trakers a safe anchorage in the near future in the shape of justice to the men that had made England the mistress of the seas, instead of, as they were, the down-trodden, long-suffering mariners who were both robbed and starved afloat and ashore by the unscrupulous crimps and owners. A few words of advice and he had finished. Let every man die in the breach if necessary, rather than give in to the oppression of such demons as were now formed into the Free Labour Federation. Better ten thousand times death to dishonour, and who before the British tar deserved honour? None; they watched, like a mother, not alone the commerce of a great nation, but her people, who were passengers on board. As they made a nation, so they deserved to have something to say in the making of its laws; and to do this they must return only labour advocates to Parliament, pay up their contribution, and keep a clear card, as well as a clear head. In conclusion he hoped that before long there would not be a scab on the face of the Christian globe to be found, for if men so combined they had nothing to fear from any federation. (Loud and prolonged cheering.)

BURNTISLAND BRANCH.

At the weekly meeting, there being a full attendance, after the routine business was gone over, a case of blacklegging was gone into, the members being present. After a lengthened discussion, there being no proof, the case was dropped, the members having to apologise for using threats towards the secretary, and using strong language to chairman, and also giving a satisfactory explanation for not sailing with the *s.s. White Sea*. Mr. J. Gray brought up a case of a member slandering this Branch among non-Unionists. The said member not being present, it was agreed that he be summoned to appear next meeting. The secretary spoke at some length on the Shipowners' Federation, strongly urging the men to stand true to their colours, and they would defy the Federation. It was unanimously agreed to make a firm stand against any reduction of wages, and that no member take the place of any one standing out for the wages, viz., 32s. 8d. weekly, sailors and firemen alike £4 15s. monthly.

GRIMSBY BRANCH.

At the weekly meeting, Feb. 2, the minutes, accounts, correspondence, and outside delegates' report, were passed. The secretary reported he had written the whole of the employers in the steam fishing business with the view of having a proper scale of wages drawn up and mutually agreed upon. He had received favourable replies from the majority of the firms and was only waiting for another reply when he should proceed to fix an early date for a conference. Bro. Harvey made a complaint against the secretary of the Hull Steam Fishing Vessel Engineers' Branch for recommending

another member to the owners to take his place, while there was a dispute pending. He had lost his berth through it, but he did not so much mind that personally, if it should be the means of bringing the wage question to a satisfactory conclusion. Mr. Young, as district secretary, promised to see into the matter. He might say that Bro. Harvey was not complaining without cause, as he himself had both seen and heard the letter to Mr. Harvey's employers read, and was astonished at its contents. 'Shipping still very slack. *s.s. Tandil* shipped full Union crew at Union rates for River Plate.

ABERDEEN BRANCH.

On Jan. 30, in the Northern Friendly Society's Hall, a concert and dance was held under the auspices of this Branch, in aid of the widows and orphans of the seamen who perished in the wrecks of the *s.s. Bayswater* and the schooner *Renown*. There was a large attendance. Owing to the indisposition of Baillie Lyon, the chair was occupied by Baillie McKenzie, who was accompanied on the platform by Mr. Farquhar son president of the Shore Labourers' Union; Mr. Gravel, Fishermen's Union; and Chief Gunner's Mates McKeechie and Oswald. A varied programme was gone through. The vocal part was supplied by Misses Murray, Molyneux, Henderson, and Messrs. Stuart, Lewis, Burns, of Alhambra Music Hall, and W. Biset. A variety entertainment was given by Messrs. Leander, Stephen, Bately, Rochdale, and Henderson. An exhibition of bar-bell exercises was given by a team of girls trained by Miss Roy, St. Paul-street School; and a children's comedy, entitled "Our Toys," was played in a clever manner by pupils from the same school, under the superintendence of Mrs. Skea, the head teacher. On the motion of Baillie McKenzie, after commenting on what the children had performed so successfully (in fact they had taken the house by storm), a special vote of thanks was tendered to Miss Roy and Mrs. Skea. At the termination of the concert dancing was engaged in, and continued to an early hour in the morning. Everybody seemed to be disposed to assist as far as in their power to make the effort by the Branch a success, and the members take this opportunity of returning their thanks to all who contributed.

MIDDLESBROUGH BRANCH.

At the general meeting, Feb. 2, there was a good attendance of members. The secretary reported four new members for the week, making a total of 1,780. After a lengthy discussion on the minutes, they were confirmed. The correspondence comprised a letter from our solicitor, letters from several Branches, including one from Grangemouth Branch, enclosing £3 5s. on behalf of the widows and orphans of the crew of the *s.s. Bear*. It was resolved that the best thanks of this Branch be tendered to Mr. Edwin Cowie (secretary of Grangemouth Branch) for the manner in which he has canvassed the people of Grangemouth on behalf of the widows and fatherless. Wilson Arnott, a member of this Branch, then applied for sick pay, saying he had been in hospital from Oct. 16 to Nov. 24, 1890. A doctor's certificate having been produced, the application was granted. The secretary reported that since last meeting, they had lost another of their members, Wm. Evans. He referred to the loss in a very feeling manner. Mr. Robinson and other members followed, speaking of the high esteem in which Bro. Evans was held by all. It was resolved that a vote of condolence be conveyed to deceased's widow and relatives. The levy was next dealt with, and it was decided that members of this Branch be allowed until June 30 to pay the levy.

HULL BRANCH.

At the weekly meeting Messrs. Waterhouse and Hopkinson were appointed extra delegates temporarily to keep an eye on all members who are foolish enough to join the Federation. In Hull we are in the happy position to state that with the exception of a few wastrels, the recruiting department of the Shipping Federation is anything but brisk. A complaint was laid against W. Marsden, Allen Jackson, and C. Turner for signing in the *s.s. Thomas Wilson* knowing that a dispute was on relative to the knocking off a hand. It was moved by Mr. Johnson, seconded by Mr. Paul, that they be fined £1; as an amendment it was moved by Mr. Black, seconded by Mr. Grant, that they be fined the sum of £1. The amendment was carried. A resolution was passed asking the Executive to grant permission to the Hull Branch to open a temporary Union Home until a permanent one be purchased. John Wake, a deceased member of the Branch, will be buried with Union honours.

CORK BRANCH.

The Cork strike, after lasting thirteen weeks, has at length terminated. The Union men are quickly filling up the places vacated by the scabs, and in a short time it is hoped matters will be working as smoothly as ever.

YOUGHAL BRANCH.

All the ships are still lying idle, with the exception of the two taken away by the captains. Matters in connection with the dispute at Youghal have undergone no change. Both sides are determined, and the seamen being justified in their demand by the rates that have been conceded in other ports in Ireland are sanguine of success. A large and enthusiastic meeting was held in the Mall House, Youghal, on Wednesday evening last week, at which Mr. E. Donnelly, organising secretary for Ireland, and Mr. M. Austin, secretary Cork Branch, attended. Mr. Austin, in the course of his address, alluded to the growing improvements in the condition of seamen, owing mainly to the organisation of the Seamen's and Firemen's Union. The shipowners of that town could not conscientiously deny the right of the men of Youghal to wages which were being paid in Dublin, Wexford, Wicklow, etc. The men had stood manfully together in the struggle, and, aided as they were by the quay labourers, the £4 per month must be conceded. Mr. Donnelly (who was introduced by Mr. Austin) received a great ovation. He dealt at length on the immense progress of the great organisation of which the Youghal Branch was but a part. In every shipping port great strides had been made towards elevating the condition of the seafaring community. The Youghal shipowners thought that by starving men to submission, they would succeed in bringing the men into accepting terms which were below those conceded in other ports; but the indomitable spirit of the seamen, and the great sacrifices made by the quay labourers, were such as to leave no compromise, but a general acceptance of the original demand. They need have no fear of the result, as the Executive of the Union would watch carefully the struggle, and give every support in its power to maintain the principle that while shipowners in the other ports of Ireland readily recognised the merits of the men, the Youghal shipowners should be no exception. The two local bands of the town marched in procession to the place of meeting, and were thanked by Mr. Austin for their efforts on that and other occasions.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting, held in the Hall, Coronation-street, the president (Mr. T. Clements) presided, and there was a large attendance. A representative of the Hamburg Seamen's Union was present, and gave an address on the position of affairs at that place. The secretary (Mr. D. Clement) presented his report, which again showed an increase of members. The number of members at present on the roll is 6,086. The income during the week was £89 4s. 2d., and there was a satisfactory balance in hand. Several local complaints were made and satisfactorily disposed of. The secretary announced that the general secretary, Mr. J. H. Wilson, had paid a visit to North and South Shields that day, and after addressing them on the position of the Union, stated that Mr. George Cowie, the assistant-secretary of South Shields, had been appointed to take charge of the North Shields Branch. They were exceedingly sorry that they were about to part with him, as he had discharged his duties in a zealous and faithful manner. Mr. Cowie said that in his new position he would endeavour to do his duty, as he had done at South Shields. Mr. D. Clement, secretary, also bore testimony to the satisfactory way in which Mr. Cowie had fulfilled his duties. Several candidates were proposed as Mr. Cowie's successor, the votes resulting in favour of Mr. Logan, who was declared duly elected, and who returned thanks for his election. Mr. Clement referred to the death of Mr. Bradlaugh, M.P., who, he said, had always proved himself a friend of the seamen, and a vote of condolence to his relatives was passed. It was also resolved to obtain a portrait of Mr. Bradlaugh, to be placed in the Hall of the Union. A representative was appointed to attend Gardner's demonstration at North Shields, and after the transaction of the business the meeting was brought to a conclusion by a vote of thanks to the chairman and also to Mr. Cowie for his services in connection with the Union at South Shields.

The Union has had a victory here in the case of the ten sailors and firemen belonging to the steamer *Presni*, which was referred to in last week's SEAFARING. It will be remembered they were

charged with refusing to obey commands, saying that the vessel was unseaworthy, and an adjournment was made for the ship to be surveyed. Mr. Joel, instructed by Messrs. Botteril, Roche & Temperley, Newcastle, appeared for the prosecution, and Mr. R. Jacks, solicitor to the South Shields Branch of the Union, defended. The report of the Board of Trade's surveyors stated that two surveyors, Messrs. Falconer and Jackson, visited the vessel on the 26th ult., and found 15 inches of water in the ballast tank; although they had been assured beforehand that the vessel was pumped dry. The engineer was requested to pump this out but they were informed that was impossible. The master and engineer were informed that until the water could be pumped out they must consider the vessel unseaworthy, and so report. On the 27th they were joined by Capt. Chalmers in a further survey, and upon sounding the vessel found no water. It took a greater amount of water to give a smaller list than on the previous day. The engineer admitted that in addition to the water being pumped out of the tank, coal had been trimmed since the previous day. Some water was run into the tank, and it was found that there was a leak in one of the pipes which caused the pump to refuse to act. The vessel as laden then, was unstable; but, with a quantity of water in the tank, which could not be got out, she was likely to assume a dangerous list. Mr. Jacks said that if the ship had now been put in a seaworthy condition the men were willing to go on board and fulfil their contract. Mr. Joel urged that the report was not conclusive, and, in fact, might be in issue. Mr. R. Falconer, Board of Trade surveyor, was called, and said the vessel was fit to proceed as soon as the pumping arrangements were made perfect. Samuel Adamson, master, Henry Ramcock, who said he had been a ship's surveyor for 30 years, and Charles Bushell, ship's surveyor and naval architect, having had 33 years' experience, gave evidence to the effect that the ship was seaworthy. The Mayor, after consulting with his colleagues, said they were satisfied that the men, in refusing to proceed to sea, were justified. They had reason to think the ship was not in a fit state to go to sea at that time. When the defect had been remedied, in accordance with the terms of the Board of Trade surveyor's report, the men must go to sea. Mr. Jacks applied for costs, and these were allowed. The decision of the Court seemed to give unbounded satisfaction to the men identified with the Seamen's Union, a great number of whom were present.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, Jan. 30, Mr. Gibson in the chair, Mr. Mansell reported that in accordance with resolutions passed at a previous meeting, he and all the available members had attended the funeral of the late Thomas Beattie, a good master of members being there to pay respect to their late brother. Through the generosity of the Branch deceased had a very respectable funeral. Mr. Mansell also reported that £1 12s. had been subscribed towards the £2 10s. advanced to the widow. He hoped to be able to give the widow a good sum over and above that. By using the Union flag as a pall it had caused many more people to notice the funeral than would otherwise have been the case.

At the general meeting, Feb. 2, Mr. Jackson in the chair, Mr. Mansell reported that up to the present £4 3s. 2½d. had been subscribed by members and handed over to the widow of the late Bro. Beattie, and more subscriptions had to come in. (Applause.) One new member was nominated, after which the chairman said it devolved upon him to present Mr. Mansell with a mark of respect from the members of the Branch. Mr. Mansell had done his best to benefit the sailors and firemen of Newcastle, and the members thought that some recognition of services rendered should be made; therefore, he was pleased to have the honour to present Mr. Mansell with a gold medal, and he hoped he would live long to wear it. (Applause.) Mr. Mansell, in returning thanks for the gift, said he was taken by surprise. He had had some suspicions that something was being done to present him with a medal, but he had no idea that the medal would be of so massive and brilliant construction. He could assure them he had tried to do his best, and would try to do even better in the future. It was not always that a sailor who had spent all his life at sea, and had not had the opportunities to educate himself which landmen had, that could in less than two years succeed in helping his fellows who earned their livelihood at sea—(applause)—but such had proved to be the case, and he hoped that with the assistance of other shipping industries, they would burst up the Federation. (Cheers.) Mr. Dunn moved, and Mr. Carmichael seconded, "That a vote of confidence be passed in Mr. Mansell, secretary Newcastle Branch, Mr. J. H.

Wilson, general secretary of the Union, the Executive Council, and SEAFARING." Carried, as sailors only can, with three cheers. Mr. Somerville said before the meeting closed he would ask all to join with him in saying—

Here's to our Union,
Long may it shine,
To clear out the scabs
From the banks of the Tyne.

DUNDEE BRANCH.

At the weekly meeting, at which there was a good attendance, the members went into the discussion of how to raise a fund for getting a banner for the Branch. As the Union has been over two years in existence here in Dundee, it is high time that the Branch had a banner to enable us to turn out with our brother Unionists in any trades demonstration. Various methods were suggested by the members of raising a fund for the purpose. It was ultimately decided that we have a subscription sale. A committee was also elected to draw up a prize list, so that we may get under weigh with the sale of tickets as soon as possible. A complaint was lodged against three members of the Union who had gone a run in the *Sierra Cardova* with some other members who are considerably in arrears. As they were not present it was decided they be summoned to the next meeting. A member who had fallen in arrears through unavoidable causes appealed to the meeting, asking to get his red card stamped to enable him to get a ship. He promised to pay whenever able. The meeting unanimously granted his request.

I regret to record this week the partial failure of the men engaged in the seal and whale fishing industry getting the advance in their wages, and other moneys as sanctioned by the Executive Council, the failure being through the men engaged in Shetland failing to remain loyal to the Union, as none of them are Unionists. Two delegates being sent down to Brody Ferry to intercept them on their way here, and to explain to them what the men in Dundee were asking. The delegates having got into the same carriage along with them, explained to them and showed them a rate of wage, which they all promised to stand out for. On arrival in Dundee they were brought to our hall, and the secretary explained to them that the Union would stand by them if they stood by the Union. Every man of them pledged himself to do so. But when the time for signing articles came the man who pledged himself mostly to stand by the Union, was the first man to sign his name to the article, and by his unmanly action all the rest of his fellow countrymen followed suit, thus showing that it is high time that the principles of Unionism are preached in the Shetland Isles, otherwise we have little chance of getting for whel's the wages they deserve. But it is satisfactory to have to state that the agitation was not exactly a failure; had it not been for the agitation the men would certainly not have got the advance they got, viz., that of £1 on the bone money, 5s. on the thousand skins. The members trust that by the time the whalers sign on next year, that our cause will be ringing in the Shetland Isles, so that the Shetland men may stand out for their demands as true Unionists, as some of them expressed their minds and said that there were a number of men belonging there in the Union, but when they went home in the winter time they consequently fell into arrears, on account of there being no place to pay their contributions at, and request the secretary to do what he could with the view of getting the Executive to appoint an agent there.

SUNDERLAND BRANCH.

At the weekly meeting there was a good attendance of members, when the Branch committee's report was accepted. The secretary then read several letters, one being from a member stating the treatment that a crew were receiving at the hands of the officers of a vessel. It was decided to send the letter on to the owners of that vessel. Several complaints were brought before the meeting where members had not been conducting themselves as Union men. This Branch took part in the demonstration held here on Sunday on the Scottish strike, which was a thorough success, there being several thousand present on the Town Moor where the meeting was held. Stirring addresses were given by Mr. J. H. Wilson, Mr. Curran (of the Gas Stokers' Union), Mr. Harris, and Mr. Girling of the Newcastle Trades Council. Mr. Wilson was also at our Branch meeting and addressed us at length on the situation of the Union, there being many questions asked which were answered. The Federation appears to be very quiet just now. No doubt they are studying how to try and get the best of the Union.

DROGHEDA BRANCH.

A special general meeting was called on Thursday on account of Drogheda Steam Packet Company, transferring the crew of the s.s. *Nora Creina* into the s.s. *Tredagh*, with the intention of backing out her crew, although they had been idle, waiting for her whilst she was laid up during the past three or four weeks, and they had served the Company this last eight or nine years without a fault. This was done because they were the first men to join our noble Union here and declare themselves free men. The Company used these mean tactics to starve and punish men who served them so long and had risked their lives in their interest. Our secretary on receiving a message to the above effect, soon arrived on the spot with a result that caused the Company a great deal of expense, they having to change the crews back to their own ship and lose a tide to the annoyance of cattle dealers, who surely cannot approve of the Company's mean actions. A resolution being passed at our special meeting that members stand loyally together and do not take the place of their brothers, was carried with acclamation. It was also resolved that the Company ought to reinstate the men.

At the general meeting being held on the following night, the minutes, financial statement and correspondence were accepted. After some debate the following motion was carried, that the crew of the s.s. *Tredagh* be reinstated, and that no other Union men take their places, as the dismissed men suited the Company when they were not Union men, the Company must be satisfied with them now they are in the Union. William Murry was accepted as a member of this Branch in capacity of A.B. It was proposed that Patrick Markey be accepted as fireman; for 14, against 7, several remaining neutral. It was decided that Mr. Rooney be admitted, and explain what Branch he belonged to. After hearing his statement it was resolved to wire Cardiff, and ascertain if he belongs to that Branch; also to Sunderland, where the man joined, he having no number on his card or date of entry, or secretary's initials, the card being detained and the member having to pay for the telegrams. It was decided that the secretary get a slate for non-employed members to enter their names on, and that any captain or engineer wanting hands must take them in rotation. Any member refusing a job to have his name put on the bottom of the slate, so that those longest out of employment will be first in. This plan, it is believed, will do away with the transferring of crews.

DUNDALK BRANCH.

There was no meeting last week, on account of the secretary being engaged at Drogheda on the meeting night.

NORTH SHIELDS BRANCH.

Mr. George Cowie, who has just been appointed secretary to this Branch, is not, as has been erroneously stated, any relation to Mr. Archibald Cowie, editor of SEAFARING, though the latter would be all the more proud of him if he were; so the complimentary things which have from time to time appeared in SEAFARING concerning Mr. George Cowie, are in no way due to anything but Mr. George Cowie's courage, zeal, ability, and humanity, which have gained for him a high reputation among Union men. This Branch may well congratulate itself in securing so valued an official as Mr. George Cowie, who, it is hoped, will prove as useful to the Union here as he did at South Shields.

PETERHEAD BRANCH.

Never for many a year has there been such excitement in Peterhead, owing to the bold front put on by the members who were going to Dundee to ship at the new rate of wages for a Greenland voyage. Seventeen members were engaged by one of our committee, A. Watt, to join the s.s. *Esquimaux*, Captain Philip, at Dundee. They were to be no mixed crew, all Union men, at Union wages if they could get it. If not, all return to Peterhead or go further south. It was asked was this Watt, who was engaging the men, to be trusted to lead the men and demand Union wages, and a deputation of the crew met the secretary and requested his personal presence at the shipping office in Dundee, and I not have it be said there were not ways and means whereby the men could not be battered if the owners did not come to the point. This was agreed to, two-thirds of the men pledging themselves to be true to the Union and third true to Watt, the men who engaged them, as they said he was all right, follow him. But this Alexander Watt, the member who moved the resolution that we adhere to the Dundee scale

of pay, the member who made four O.S. stump up 30s. to join, the member who would not leave Peterhead until all were Union men, the member who was selected to represent 25 members out of the 150 who presented the secretary with a gold medallion, was the first man to sign below the Union rate at Dundee, supported by his brother F. Watt, W. Forman, R. Walker, W. Urquhart, J. Booth, jun., J. Brady, Charles Birnie, jun., Joseph Mitchell. These are the backsliders, the first manufactured by the tactics of Watt. The men who stood true to the cause were our chairman, John Wall, committee-man John Rennie, and J. Anderson, A.B., who said he would rather break stones than go for £2 per month; and 4 O.S. who got Union wages: J. Moss, A. Finnie, R. Gray, A. Downie. There is no doubt but the first three have sacrificed it may be a good voyage. We have that to learn yet; in the meantime, Wall and Rennie return to Peterhead, the others going south. The plot was well carried out, and the offenders will be dealt with at next meeting, when it is to be moved they be fined £3 each, and again dealt with when they return. The members who have pulled together speak of the secretary of the Dundee Branch with great favour for the manner he received them. It appears he is handicapped to a greater extent than Peterhead is. It is for the members of this Branch to say if they are to be men or traitors to their Branch, and with them the fate of the Branch lies, as far as Greenland wages are concerned. The scale of wages acquiesced in by Peterhead was the Dundee, seeing they were the greater number. The Peterhead scale was £4 per month for A.B.s, etc., and everyone to arrange for oil money, etc., as to their ability. The day wage for Union men is 4s. 6d. for 10 hours.

LEITH BRANCH.

At the weekly meeting, the vice-chairman (Mr. A. Robertson) presiding over a large attendance, a long discussion followed the reading of the minutes, and it was agreed to ask the general secretary to pay us a visit at his earliest convenience. The minutes were adopted, and correspondence was read from the general secretary and others. Mr. Wilson's communication, instructing our secretary to appeal against the decision in the case of the *Moravia* dispute, found general favour.

FLEETWOOD BRANCH.

At the usual weekly meeting, Jan. 28, Mr. Rettary in the chair, the minutes and correspondence were adopted. No complaints having been made, and there being no new business, a social evening was spent. Members of the Union coming to Fleetwood will be made welcome. The office is open three nights every week for the benefit of members.

UNIVERSAL BUOYAGE.—A conference, which is practically a reassembling of the one held in the year 1882-3, has again been called together for the purpose of advising the Board of Trade what course Great Britain should take in connection with the recommendations of the Washington International Maritime Conference in regard to establishing a universal system of buoys and beacons.

TRANSATLANTIC LIFEBOAT VOYAGE.—American advices state that anxiety is felt for the fate of Captain Norton, his wife, niece, and the crew of seven hands, who sailed from New London for Toulon, France, on Nov. 24 last, in the lifeboat *E. L. Norton*, which was only 48 feet long and 12 feet beam. Nothing has been heard of the vessel since she was sighted off Gibraltar on Dec. 18.

SEAMEN'S SUFFERINGS.—The steamship *Philadelphia*, on the second day out from Curacao fell in with the British barque *Montreal*, Captain Dexter, 71 days out, and short of food and water. Her crew were reduced to an allowance of two gills of water a day and half a sea biscuit. The men were in consequence so weakened that they were unable to work the ship, and she was drifting at the mercy of wind and tide. Only four of the 10 who composed the ship's company were able to stand on deck. On Jan. 10 a sailor named Felix was sent aloft, but he was so weak that he was unable to hold the ropes, and fell overboard. Although there were nine of them left, their united strength was not sufficient to lower a boat, and the unfortunate man was drowned. When relieved by the *Philadelphia* the crew of the unfortunate barque were too much exhausted to take the provisions she gave them on board. Their tongues were parched and swollen, they were unable to move, and altogether they were in a most pitiable condition. The vessel had lost most of her sails and spars. After receiving two weeks' provisions, the *Montreal* proceeded on her voyage to St. Simon, Georgia.

SHIPS SPOKEN.

Abercarne, of Glasgow, all well, 47 N, 5 W.
 Agnes Oswald, for Sydney, Dec. 20, 12 S, 31 W.
 Argo, of Greenock, all well, Dec. 21, 48 N, 17 W.
 Athenian, s. Southampton to Cape Town, Jan. 18, 15 N, 18 W.
 Avonmore, s. for Las Palmas, Jan. 14, 31 N, 14 W.
 Aberlemno, barque, of Glasgow, Jan. 5, 20 N, 23 W.
 Ardar, barque, of Liverpool, Liverpool to Brisbane, 8 N, 33 W.
 Abercarne, ship, steering west, Jan. 26, 49 N, 8 W.
 Abercarne, ship, of Greenock, Jan. 30, 48 N, 7 W.
 Algoa Bay, Iquique to Hamburg, Jan. 5, 8 N, 23 W.
 Amphitrite, bound north, from San Francisco.
 Andaman, English barque, steering south, Jan. 8, 16 S, 35 W.
 Ardenolutha, of Glasgow, Dec. 18, 22 S, 26 W.
 Bygdo, s. steering SE, Jan. 31, 41 N, 10 W.
 Blenheim, English ship, steering south, Dec. 25, 11 N, 26 W.
 Blenheim, for Auckland, Dec. 31, 6 S, 33 W.
 Betsey, brigantine, of Llanely, steering south, Dec. 27, 14 N, 26 W, all well.
 Benvenue, ship, New York to Calcutta, Dec. 11, 1 S, 33 W.
 Bernicia, ship, Liverpool to Sydney, Dec. 25, 4 N, 26 W.
 Cambrian King, ship, Dec. 25, 4 N, 26 W.
 Chicharra, for Buenos Ayres, all well, Dec. 25, 1 N, 29 W.
 "Cordelia," barque, of Liverpool, Quilimane to Marseilles, Dec. 31, 22 S, 10 E.
 Charmer, steering south, Dec. 9, 6 S, 32 W.
 Clan Mackenzie, ship, of Glasgow, Jan. 9, 20 N, 23 W.
 Curlew, of Belfast, steering south, Jan. 2, 7 S, 34 W.
 Copley, Pisagua to Dunkirk, Dec. 7, 42 S, 31 W.
 Dee, British barque, Hamburg to San Francisco, all well, Dec. 2, 58 S, 72 W.
 Drumcraig, ship, 32 N, 26 W.
 Empusa, s. of Liverpool, Jan. 20, 45 N, 9 W, with two torpedo boats in tow.
 Earl Derby, barque, bound south, Dec. 23, 4 S, 30 W.
 Edinburgh, Liverpool to Valparaiso, Dec. 18, 48 S, 64 W.
 Elginshire, for San Francisco, Nov. 23, 57 S, 66 W.
 Earl of Rosebery, ship, Campbelltown to San Francisco, 41 N, 26 W.
 Emily Waters, English three-masted barque, Swansea to Coquimbo 32 days, Jan. 4, 20 S, 39 W.
 Firth of Tay, steering SSW, Jan. 19, 21 N, 27 W.
 Frances Fisher, all well, Dec. 14, 8 S, 32 W.
 Fiery Cross, of Glasgow, steering south, Dec. 6, 4 S, 31 W.
 Falls of Afton, of Glasgow, all well, Nov. 12, 2 N, 25 W.
 Florence, ship, Baltimore to San Francisco, Dec. 19, 2 S, 24 W.
 Fifeshire, Liverpool to Honolulu, Nov. 9, 6 N, 24 W.
 Fannie Skolfeld, barque, New York to Bombay, Jan. 14, lat. 39, long. 71.
 Falls of Foyers, ship, Dec. 26, 150 miles SE of the Eastern Channel Light.
 Gwalla, barque, Jan. 2, 42 N, 16 W, all well.
 Glaucus, four-masted ship, Calcutta to London, Jan. 11, 50 N, 3 W.
 "Glendarnel," Jan. 6, 22 N, 23 W.
 Gramere, barque, of Liverpool, bound south, all well, Dec. 22, 23 S, 39 W.
 Gudrun, of Fowey, London to Rio Grande, Dec. 29, 9 S, 33 W.
 Gaerwen, schooner, of Salcombe, Jan. 30, 36 N, 15 W.
 Glencaird, for Calcutta, Dec. 14, 18 S, 29 W.
 Glenfarg, for Channel, Nov. 26, 50 S, 66 W.
 Habitant, Antwerp to New York, Dec. 27, 24 N, 36 W.
 Herbert, of Arendal, all well, Nov. 14, 4 N, 26 W.
 H.M.S. Mowaw, Jan. 23, 41 N, 11 W.
 Hereward, ship, of London, London to Sydney (N.S.W.) 23 days, Dec. 25, 3 N, 37 W.
 Historian, British steamer, New Orleans to Liverpool, Jan. 6, 32 N, 70 W.
 Invercargill, barque, of Glasgow, Dec. 10, on the Line.
 Iredale, San Francisco, Jan. 8, 25 N, 23 W.
 John o' Gaunt, for Hamburg, Dec. 25, 24 N, "35" W.
 John McLeod, of New Brunswick, Dec. 22, 4 S, 30 W.
 James Livesey, for Rangoon, Dec. 30, 1 S, 27 W.
 Jas. Wishart, from Pisagua, Nov. 15, 51 S, 84 W.
 Khedive, British barque, steering north, Jan. 15, 8 S, 35 W.
 Loch Shiel, ship, of Glasgow, bound south, all well, Dec. 23, 2 S, 28 W.
 Leander, ship, Glasgow to Singapore, steering south, Dec. 14, 1 N, 28 W.
 Lucipara, barque, of Glasgow, Dec. 14, 2 N, 27 W.
 Lodestar, Iquique to Channel, Dec. 27, 7 N, 28 W.

Lizzy Fox, Newport to Paraiba, Dec. 26, 4 N, 26 W (not as before reported).
 Loudon Hill, Dec. 16, 15 N, 90 E.
 Loch Vennachar, for London, Nov. 11, 56 S, 77 W.
 Lady Cairns, for San Francisco, Dec. 17, 15 S, 31 W.
 Loch Trool, for United Kingdom, Dec. 31, on the Line, 27 W.
 Lucipara, all well, Dec. 17, 8 S, 31 W.
 Manx Queen, from Rio Janeiro, Dec. 9, 8 S, 30 W.
 Marie Elize, New York to Wellington 9 days, Dec. 2, 31 S, 27 W.
 Martha Percival, English three-masted schooner, steering west, Jan. 5, near Folkestone;—last two by the Compinas (s), at Hamburg.
 Martha C. Craig, Dec. 20, 9 S, 34 W.
 Marlborough Hill, Dec. 19, 14 N, 89 E.
 Marion Crosbie, barque, Iquique to Falmouth, all well, Nov. 6, 57 S, 67 W.
 Mary Classen, three-masted brigantine, of Carnarvon, Britonferry to Dunkirk.
 Nile, four-masted ship, Jan. 13, 49 N, 6 W.
 Opawa, London to Canterbury, Dec. 18, 20 S, 25 W.
 One of Bullard King's steamers, bound north, Jan. 11, 14 N, 18 W.
 Orontes, barquentine, for Rio Janeiro, Dec. 25, 2 N, 26 W.
 Province, for Gloucester, Nov. 28, 23 S, 45 W.
 Panama, Hamburg to Buenos Ayres, Dec. 26, 4 N, 26 W.
 Puritan, British ship, New York to Calcutta 34 days, 4 N, 32 W.
 Pembroke Castle, s. outward bound, Jan. 18, 11 N, 17 W.
 Philip Nelson, for Iquique, Jan. 1, 3 S, 32 W.
 Palme, West Indies to Bremen, Jan. 19, 45 N, 21 W.
 Palgrave, New York to Calcutta, Dec. 15, 9 N, 30 W.
 Penthesilea, ship, of Liverpool, Liverpool to Sydney 26 days, all well, Dec. 28, 3 S, 30 W.
 Polykarp, for Port Natal, Dec. 30, 1 S, 27 W.
 Plessey, s. steering south, Jan. 30, 37 N, 14 W.
 Queen of Scots, steering NW, Jan. 6, 31 S, 16 E.
 Reaper, for Pernambuco, Jan. 13, 24 N, 32 W.
 Star of Erin, bound south, Dec. 15, 1 S, 29 W.
 Stratford, Silvertsen, London to Sapelo, Dec. 20, 20 N, 55 W.
 St. David, ship, Philadelphia to Hiogo, all well, Nov. 29, 20 S, 29 W.
 Senior, Dec. 3, 29 S, 27 W.
 Swanmore, Dec. 16, 15 N, 90 E.
 Scottish Bard, British barque, London to Vancouver Island, all well, Dec. 4, 59 S, 75 W.
 Sarah Chambers, British barque, Hamburg to New York, Jan. 15, 36 N, 74 W.
 St. Paul, for Liverpool, Dec. 17, 24 S, 24 W.
 Timandra, ship, New York to Madras, Dec. 24, 2 S, 30 W.
 Trongate, for Valparaiso, Nov. 23, 57 S, 66 W.
 Timaru, of Glasgow, Jan. 9, 14 N, 23 W.
 Thomasina MacLellan, British ship, Dec. 4, 11 S, 34 W.
 Tam O'Shanter, for Japan, Dec. 14, 18 S, 31 W.
 Trinidad, Liverpool to Brisbane, Nov. 29, 28 S, 27 W.
 Viola, Pisagua to Channel, Nov. 30, 29 S, 32 W.
 Westfa, Hamburg to Rio Grande, Dec. 17, 5 S, 32 W.
 William H. Smith, ship, Liverpool to Calcutta, Nov. 31, 18 S, 31 W.
 Windsor Park, for Sydney, Dec. 17, 17 S, 29 W.
 West Riding, of Liverpool, Dec. 10, 1 N, 28 W.

ROBERT BURNICLE, pilot, of Redcar, was charged at Middlesbrough for allowing the steamer *West Stanley*, of which he was in charge, to go at more than six statute miles an hour between the graving dock and Bamlett's Bight. Fined £4.

HULL BRANCH.—The Rev. W. R. Welch, hon. chaplain to the Hull Branch of the Seamen's Union, has been presented to the Vicarage of Witherwick, after nearly eight years' service amongst the shipping and the fishing fleets of the North Sea.

THE Czar of Russia has varied the monotony of torturing Jews and sending people to Siberia, by sending a handsome silver goblet to Captain Doyle, of the *Vulcan*, of West Hartlepool, and 500 Finnish marks to be divided among the crew of that steamer, for saving the crew of a Finnish vessel in the North Sea, in heavy weather, on which occasion Captain Doyle found the use of oil on the waters very valuable. The presentation of the above rewards was made by the Mayor of Newcastle.

AT Dover, Feb. 2, David Harris, a Canadian seaman, was charged on remand with stabbing the mate of the Dutch brigantine *Johanna*. The defendant said the mate had been against him all through the voyage. The mate commenced a quarrel and struck him two or three times. When they struggled together defendant had the knife in his hand, but he did not intend to injure the mate. The captain of the brigantine bore out the defendant's statement as to the mate's conduct towards him, and the Bench dismissed the case.

SOME FUN.

A WICKED MAN.

First man: "What do you think of Jones? I heard this morning that he actually owes for the wig he wears."

Second man: "That's what you might call a hairrowing case, isn't it?"—*Texas Siftings.*

A SOCIETY NOTE

Little Chick: "What do you let that ugly little thing come under your wing for?"

Old Hen (who had inadvertently hatched a duck's egg): "I can't help it, my dear. We've got to put up with the creature, because she belongs to our set, you know."—*Wasp.*

BOUND TO STICK THERE.

Abe: "Vell, I suppose Jakey is klimbin' de golden stair, Ike."

Ike: "Does yer dink so, Abe?"

Abe: "Yes, Ikey."

Ike: "Vell, den, I'll wager de poy ist subremely habby, Abe. Beter vill nefer get him off dem stairs, Abe, nefer."

SHE KNEW TOMMY FROM TOP TO BOTTOM.

A woman who had spent a full hour in one of the stores the other day "looking for something for her son," was finally asked if she was not rather particular for a would-be purchaser who had such a choice of presents.

"Why, yes, I suppose I am," she replied, "but I tell you I need to be."

"Then your son is also particular?"

"I should say so! Hardest boy to suit you ever saw. Why, he's turned me out of doors, had a fight with his father, set the house on fire, and taken the horse off and sold it. And if I should get him anything he didn't happen to like he'd kick all the furniture out of the windows, order his father off the premises, and use me for a foot-wiper. Oh, we know Tommy from top to bottom, and we've got to be very particular and consult his feelings."—*Boston Courier.*

MAKING UP ONE'S CALLS.

Mrs. Blunt (making a call): "How well you're looking Mrs. Homebody! Tell you the truth, I didn't expect to find you alive. Everybody's been talking about you, you know. Why, even your own doctor told my husband the other day you couldn't possibly live the year out."

Mrs. Homebody: "I —"

Mrs. Blunt: "There, dear, don't exert yourself. You must take care of yourself, you know. By the way, is that a new vase? Kind o' pretty. I saw some like it down to Rusher's on the 69-cent counter."

Mrs. Homebody: "But this is —"

Mrs. Blunt: "Oh, yes, I understand. Of course your husband bought it, and of course they told him this was the real porcelain. But men don't know anything about shopping. They get cheated every time. This is just the same thing that Rusher sells for 69 cents. You can't fool me. But, dear me, I must be a going. I've had a delightful visit. There, dear, don't come to the door. Of course you'll come and see me again—hat is, you know, if you live. Good bye, dear."

MASTERS' AND MATES' EXAMINATION.

A GRADUATE prepares Candidates for the above in Navigation and Nautical Astronomy, the science also taught midshipmen and apprentices Individual attention. Terms moderate. Address—8, Princess Terrace, Greengate, Barking-rd., London, E. Convenient to the Docks.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amer-starm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

NOTICE TO BRANCH SECRETARIES. STRIKE AT YOUGHAL. (PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—Brigantines *Mary Hounsel*, *Nameless*, *Victor*, *Dei Gratia*, *Oicilius*, *Citizen*; schooners *Rob Roy*, *William S. Greene*, *Speedy*.

J. COLLINS,
Secretary.

SAFE ANCHORAGE.

WHERE TO BOARD. UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadoxton. CARDIFF.—Seamen's Institute, West Bute-street. GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.

LEITH.—Mrs. Scott, 1, Ronaldson's Wharf.

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SWANSEA.—E. Dann, 3, Strand.

DAVID BECK, GROCER & PROVISION MERCHANT NORTH STREET, BO'NESS.

Members of the Seamen's and Firemen's Union supplied at lowest Cash Price.

A TRIAL SOLICITED.

CAPTAIN E. DANN,

BOARD AND LODGINGS BY DAY OR WEEK, 3, STRAND, SWANSEA.

ALSO

SEAMEN'S OUTFITTING STORES, 23, WIND STREET, SWANSEA.

N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.

G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

LONDON.

N. A. S. & F. BOARDING HOUSE, Mrs. HICKS, 13, JEREMIAH STREET, Four Doors from Green's Home Branch Office

JAMES BRACKEN, SEAMEN'S UNION BOARDING HOUSE 182, BROOMIELAW, GLASGOW.

All Seamen going to GRANGEMOUTH should visit

WALKER & CO., DRAPERS AND OUTFITTERS, GRANGE ST., GRANGEMOUTH, Where there is always a large selection of reliable goods to choose from.

Largest Stock of Ready-made Suits, Shirts, Flannels, Semmits, and all descriptions of Underclothing required by Seamen. Braces, Collars, Ties, Boots, etc., etc. Suits Made to Measure in best possible style by experienced workmen, from 40s. to £3 10s. Large Assortment of Oilskin Coats, Trousers, and South-westerns of our special guaranteed make

TOBACCONISTS COMMENCING. Write for Illustrated Guide (229 pages, 3d.). "How to open respectably, £20 to £1,000."—TOBACCONISTS' OUTFITTING CO., Regd. Chief Offices, 180, HUSTON-RD., LONDON, largest and complete Tobacconists' Furnishers in London. Manager, H. Myers. Established 1866.

£20

UNION BOARDING HOUSE.

MRS. SCOTT,

1, RONALDSON'S WHARF, LEITH.

Good home for members of the N.A.S. & F.U. at Union Rates. No Federation men or non-Unionists need apply.

Well known for Cleanliness and Respectability.

Honorary Member—Recipient of Gold Medal from the N. A. S. & F. Union.

THE ANCHOR HOUSE,

11, COMMERCIAL ST., LEITH,

J. WILLIS, MANAGER

SEAMEN'S UNION CLOTHIER & OUTFITTER.

Suits made to measure on the shortest notice and most reasonable terms.

A Speciality is our OILSKINS

made on the premises, without the manufacturers' profit.

Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few doors from the Union Office.

MCCANN & CO.,

LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING at McCann & Co.'s. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no abatement. The Largest Stock in the neighbourhood.

McCann & Co. London House, Holton-rd., Barry. Near Victoria Hotel; 4 minutes' walk from Shipping Office.

NOTICE TO UNION MEN.

Union men frequenting BARRY DOCK are respectfully requested to Board at

MRS. MOONEY'S, 6, HOLM ST., CADOXTON. (Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

JAMES DYMOCK & SON,

Grocer, Ironmonger & Ship Chandler,

PIERHEAD, BO'NESS, Near Union Office.

Seamen and Firemen supplied with all kinds of Stores, best quality, at Lowest Prices.

ROBERT FINDLAY, UNION SUPPLY STORES.

60, GRANGE ST., GRANGEMOUTH, Wholesale and Retail

GROCER AND PROVISION MERCHANT.

Members of the Sailors' and Firemen's Union supplied at lowest cash prices.

SECOND ANNUAL CONVENTION
OF
THE NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION
OF GREAT BRITAIN AND IRELAND,
OCTOBER, 1890.

THE PHOTO GROUP OF DELEGATES

is NOW READY, and Copies, 12 by 8 inches, mounted, ready for framing, will be sent to any address, post free, for 3s.
Also a fine Half-length

CABINET PORTRAIT OF MR. PLIMSOLL

in Nautical Costume. Post free for 1s. Cash with order.

ADAMSON BROS., Photographers, The "Queen's Studio," 136, Buchanan-st., Glasgow.

<p>SEAMEN should visit this Establishment. (Close to East India Dock.) WATCHMAKERS, JEWELLERS, & COMPLETE SEAMEN'S OUTFITTERS.</p>	<p align="center">NEEDLE AND ANCHOR. P. M. LEIBOW & CO., 210 & 212, EAST INDIA DOCK ROAD, LONDON, E</p>	<p align="center">Captains Supplied at Wholesale Prices. OILSKINS AND SEA-BOOTS A SPECIALITY. PAWNBROKERS. Liberal advances made on all kinds of property.</p>
---	---	--

ESTABLISHED

UNION CLOTHING DEPOT.

[1873.]

CHARLES MILLS,

No. 9, STATION ROAD (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

R. WHITE,

**WHOLESALE
CABINET & BEDDING**

MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND

28 & 29, GREEN ST., UPTON PARK, E.

Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

**SPECIALITIES IN
SEAMEN'S BEDDING**

PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

J. LEWIS,
SEAMEN'S OUTFITTER,
54, BROOMIELAW, GLASGOW.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union,
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS,
(Near the East Dock),
SWANSEA.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL,
MYTONGATE, HULL.

**CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.**

**WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.**

MARKET HOUSE.
WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.
Large Stock of Ready-Mades of every description
always on hand.
Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

J. J. ROBINSON.
MARKET HOTEL,
MARKET PLACE,
MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.

Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.

PERCY'S TEMPERANCE HOTEL,
ANALBY ROAD, HULL,

Opposite the Excursion Platform, Paragon Station.
MEALS AT ALL HOURS AT MODERATE
CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and
their Wives. Private or Public Rooms.
Stewards can safely recommend this House to
Passengers.

PROPRIETOR—ALBERT PERCY,
Hon. Member Hull Branch N.A.S. & F.U.

THE UNION PUBLIC-HOUSE IN GLASGOW
IS THE
HEBRIDEAN VAULTS,
JAMES WATT STREET.

**BRISTOL SEAMEN'S
CLOTHIER & OUTFITTER, &c.,**
W. J. PIKE,

HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.

Foreign Money Exchanged. No Commission to
Runners.

NOTICE.

To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit

L. HYMANS

Pawnbrosers' Salerooms & Seamen's Outfitting Stores
3, TOLBOOTH WYND, LEITH,

Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.

N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

UNION MEN IN LONDON
SHOULD GO TO

C. KELLY,
130 & 144a, VICTORIA DOCK RD.,
LONDON, E.,

For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

H. PHILLIPS,
PAWNBROKER,

TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
In all its Branches.

S. J. GOWER,
PRINTER,

Wholesale and Retail
COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.